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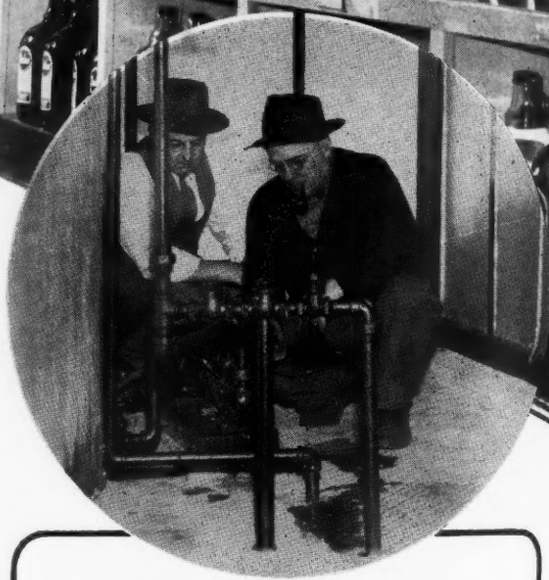
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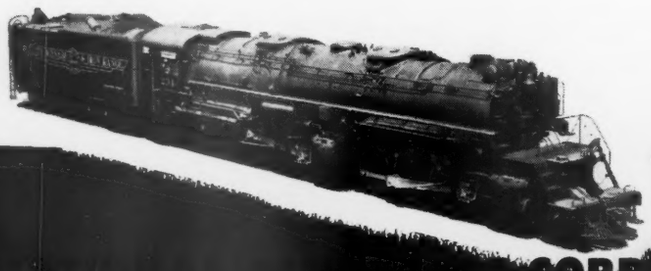
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Vol. 125, No. 19 November 6, 1948

RAILWAY AGE

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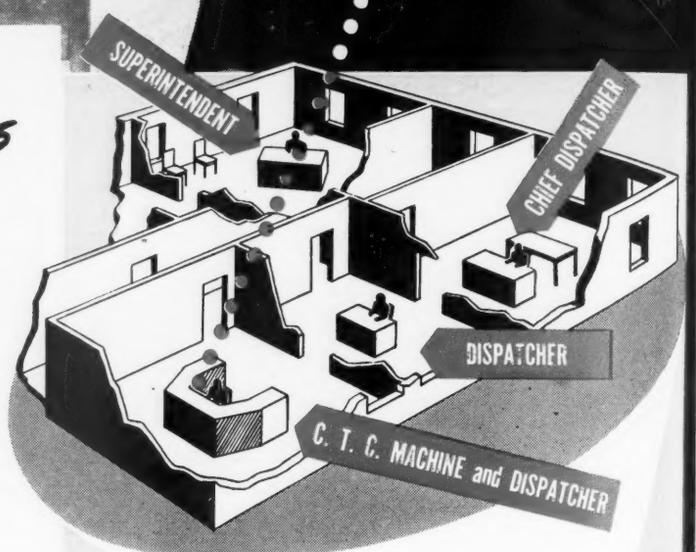


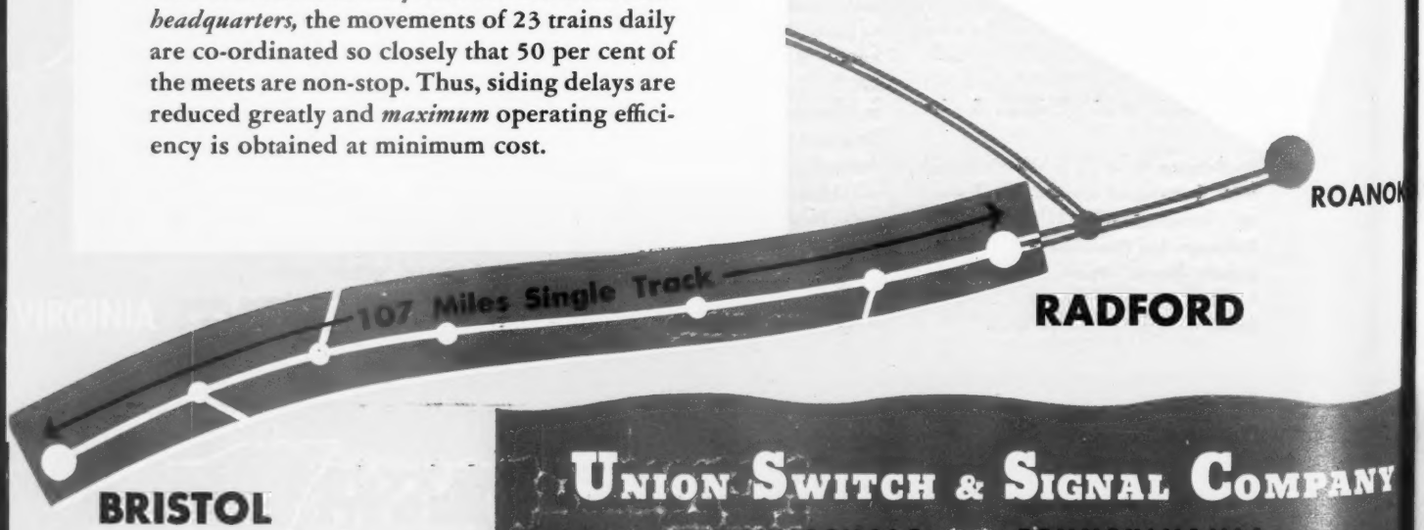
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To increase track capacity . . . expedite train movements over a single-track territory composed of numerous sharp curves and short rolling grades . . . The Norfolk and Western Ry. Co. recently installed C.T.C. on 107 miles of their "Bristol line."

Modern "Union" engineered controls make it possible to operate this district with the C.T.C. machine in the Roanoke division office building . . . even though the nearest end of the controlled territory is 43 miles away.

With control efficiently *concentrated at division headquarters,* the movements of 23 trains daily are co-ordinated so closely that 50 per cent of the meets are non-stop. Thus, siding delays are reduced greatly and *maximum* operating efficiency is obtained at minimum cost.





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WEEK AT A GLANCE

ELECTION'S EFFECT: Our leading editorial reviews the effect on the railroads of this week's election. As none of the candidates for President was an exponent of the principles under which the private enterprise system has operated, there was every prospect that the railroads would suffer just as much from the vagaries of determined do-gooders and the chicaneries of practicing socialists under Mr. Dewey's administration as under Mr. Truman's. Not many observers would predict that the probable ascension of the brothers' beloved Bob Crosser to the chairmanship of the House commerce committee will make the railroads' legislative difficulties lighter, but it might be difficult to prove that a new day would have dawned in that realm anyway. The railroads must continue to do their own battling.

THE BATTLE GOES ON: Regardless of their political affiliations, politicians will not *lead* a fight to protect private enterprise in this country against the undermining action of totalitarian policies. Those who profit by private enterprise must relentlessly defend it. There are many beneficiaries of that economic system, many professed believers in its principles, who deplore the manifestations of socialism, who "view with alarm" the New Dealers' philosophy, yet willingly profit by hand-outs from Washington which are the fruits of that philosophy. The advance of socialism cannot be stopped by excoriations of those who subscribe to its doctrines, nor by deploring its minor manifestations. As Thoreau put it, "there are a thousand hacking at the branches of evil to one who is striking at the root." The railroads are on the frontier between private enterprise and socialism. They not only must fight to preserve their own economic freedom, they must enlist the active and effective aid of business people generally in a determined drive to protect all private enterprise from the fundamental threat to its survival.

RADIANT HEATING IN CARS: The President of Mexico has a new private car which is heated by the radiant process using under-floor pipes. It is described on page 44.

LINING UP THE HOME FOLKS: The Southern has been doing some effective public-relations work among its own customers and neighbors, familiarizing them with its facilities and betterments right in their own communities. They like it, we report on page 42.

SEPTEMBER NET SHOWS IMPROVEMENT: September was the first complete month in which freight rate increases authorized by the Interstate Commerce Commission in Ex Parte 166 were "fully effective." As was to be expected under those circumstances, net railway operating income and net income, as estimated by the Association of American Railroads, were both substantially above corresponding figures for September, 1947. The A.A.R. report, summarized in our news columns, points out, however, that the rate of return for the 12 months ended with September was only 4.22 per cent—an improvement, but still below the rate the railroads need for robust physical and financial health. And the brothers' bid for more pay is yet to be disposed of.

DEMONSTRATING INDISPENSABILITY: To get an important military plane-building plant away from the Atlantic seaboard, the Chance-Vought Division of United Aircraft is moving to Texas all the production facilities of its Connecticut plant, including machinery, records, parts stock, and even a good share of its personnel. Except for planes, automobiles and household goods, practically all the property is going by rail. About 1,000 carloads of freight will be handled over several combinations of railroads, and the total freight bill may be close to a million dollars. The article on page 36 describes this carefully planned operation, an outstanding example of the cooperative effort in which railroads and shippers are engaged right along to produce the most efficient transportation. As national defense requirements may lead other industrial plants to make shifts of comparable magnitude, it may be just as well that they, and particularly the military people in Washington, should be so convincingly reminded by the smooth sailing experienced in this initial whole-plant movement that the railroads are a vitally essential part of the national defense structure, and that the railroads' efficiency must be maintained—by adequate revenues—so that their continued effective performance will be definitely assured.

UP IN THE AIR: The idea of locating yard officers on the top floors of high towers is proving highly effective in many yards on many roads, with more efficient use of yard communications systems one of the big advantages. Several such elevated offices are illustrated in an article starting on page 48.

NEW C. & O. PRESIDENT: Walter J. Tuohy, first vice-president of the Chesapeake & Ohio, was elected president of that company on October 29, succeeding Robert J. Bowman, who continues as chairman of the road's executive committee. Mr. Tuohy brings to his new position the background and experience of a long and successful career—outlined in an article beginning on page 50—in the railroad and coal industries.

"A THING OF BEAUTY . . .": Railroad bridges are, and must be, primarily utilitarian structures. But they can also be pleasing and even beautiful in appearance. On pages 40 and 41 we illustrate four railroad bridges that were recently selected by the American Institute of Steel Construction as among the most beautiful built in their respective classes between 1942 and 1947. The honors are divided among four western roads.

PROVED—BY MILLIONS OF MILES



MORE than ten years of operation in heavy-duty fast passenger service — with an availability average of 96.9% — that's the outstanding record set up by a fleet of 29 General Motors Diesel locomotives on the Baltimore & Ohio Railroad.

Pulling such famous trains as the Capitol Limited, National Limited, Royal Blue, Columbian, Diplomat, Ambassador & Shenandoah; these locomotives have rolled up a total of 33,362,587 miles out of 34,429,914 assigned miles — an average of 19,408 miles a month per locomotive since January 1938.

What do records like these mean? Simply this — you don't have to depend upon blueprints or promises to know what General Motors locomotives will do. Their dependable day-in and day-out efficiency has been fully proved by hundreds of millions of miles at the head of America's fastest scheduled trains.

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RAILROADS AND THE ELECTION

The cause of the railroads, and of economic freedom in general, suffered little if any set-back as the result of last Tuesday's election—since this cause had no champion in the lists. Mr. Dewey's record showed him to be scarcely any less a practicing socialist than Mr. Truman or the late Franklin D. Roosevelt. He favored socialized housing, socialized hydro-electric power and socialized transportation —e.g., the St. Lawrence Seaway and toll-free superhighways.

If, as his adherents contended, Mr. Dewey is a better administrator than Mr. Truman and is less tainted by questionable associates than either of the two recent White House occupants, then these very virtues might have made of him a more efficient, and hence more dangerous, socializer.

The Basic Issue Ignored

For fifteen years a great controversy has raged in the press and on the radio over New Deal policies which their advocates contended had been made necessary by the breakdown and shortcomings of private enterprise and the opponents of which had contended were socialistic, inimical to private enterprise and destructive of political freedom and the national economic welfare. But this great issue of a socialistic economy *versus* a private-enterprise economy was hardly mentioned during the political campaign. The presidential candidates of both the leading parties advocated policies which had been branded socialistic by opponents of these policies before the political campaign, but neither Mr. Dewey nor any other important candidate outspokenly advocated the maintenance of real private enterprise as essential to the maintenance of the American way of life.

Franklin D. Roosevelt's success in securing the united support of so many elements that had little in common came from the skill with which he gave each of them something at the cost of the people as a whole—subsidies to the farmers, economically unsound advances in wages to labor in industry, unemployment compensation to the lazy and shiftless, and so on. He thereby gave many pressure groups what they considered to be a vested interest in government policies, each of these policies being carried out at the expense of the general public for the benefit of some special group; and evidently most if not all these pressure groups who wanted some kind of help from the government voted for Mr. Truman.

Those who have really created the public sentiment that, so far, has saved and is now protecting private enterprise in this country, and who must be relied upon to make an effective fight for it in future, are not the politicians of any party, but those mainly in private life who believe in private enterprise in principle as essential to political freedom

and economic progress, who realize that *every* socialistic policy tends to undermine private enterprise and who, therefore, have opposed and will continue to oppose in future every socialistic policy regardless of what pressure group of business, agriculture or labor, may favor it.

The railroads are confronted with the same problem with which they would still have been confronted had Tuesday's election brought resounding victory instead of ignominious defeat to the Republicans—namely that of trying to induce the alleged friends of free enterprise to put their principles into practice in the transportation industry. The advocates in the ranks of business of federal hand-outs to highway, waterway and air transportation have, all along, subordinated their affection for the principles of economic freedom to their desire to continue receiving these aids from the public treasury. Politicians do not, as a rule, lead public opinion—instead they follow it. As long as a large and influential segment of business is not looking for, and would not tolerate, a political leader who would be a consistent and all-out defender of economic freedom—one who would oppose socialism in any and all its aspects, including those which some business interests favor—then businessmen cannot expect to develop an effective political spokesman who will win elections for them.

The Railroads' Obligation

Mr. Dewey apparently considered it expedient to compromise with some of the more popular socialistic ventures in order to gain, as he thought, a following sufficiently numerous to elect him. What he succeeded in doing, on the contrary, was to produce a large measure of apathy in those who really understand and are loyal to the ingredients of freedom—while persons strongly favorable to having the government do everything naturally preferred a candidate advocating this policy with no strings attached.

The railroads are in the strategic and uncomfortable position of occupying the frontier between private enterprise and socialism. The successful defense of this position means everything, not only to the railroad industry but to economic freedom generally.

The railroads have an obligation, not alone to their selfish interests but to their country and to free institutions everywhere, to exert every effort in their power to bring business people to a comprehension of this situation. The idea of economic freedom is not going to gain political dominance with the lay public until a few attractive and persuasive instances of its virtues and its characteristics are provided by the self-proclaimed adherents of this philosophy. It is hard for anybody to try to teach or sell something to others which he himself does not understand, or believe in.

ON THE "FASTEST-MOVING" TREND IN RAILROADING TODAY

When a trend in railroad practice reaches such proportions that so discerning an executive as Ralph Budd characterizes it as the "fastest-moving development in railroading today," then the reality and significance of this trend may be regarded as established. Mechanized track maintenance was so described by the president of the Burlington in an address to the American Association of Passenger Traffic Officers at Estes Park, Colo., a few weeks ago.

There is, in fact, so much activity in the mechanization of track-maintenance that the term "feverish" is almost justified in describing it. This is especially to be noted in the development of machines for tamping ties and cleaning and handling ballast. For instance, several large on-track tamping machines have been perfected or developed by domestic concerns and are enjoying great popularity among track-maintenance officers. So keen has been the interest in this type of equipment that a European manufacturer has invaded the field. A number of manufacturers have seen the possibilities for mechanical equipment designed to remove ballast from the tie cribs, and newly-developed machines of this type are being warmly received.

Other developments range all the way from mechanical devices for use in gaging the track to a power machine that removes dirt from the ballast by a sweeping action. Of this trend, it may be said that it consists, in general, of bringing greater pressure to bear on the problem of creating machines for tasks which heretofore have resisted mechanization. Special equipment is being developed for such work in much the same manner as machine tools are designed for production-line operations in factories. One by one the "hold-out" operations in railway maintenance are falling before this onslaught.

Putting pressure behind the intensified effort to mechanize maintenance operations is, of course, the greatly increased cost of labor. The average hourly wages paid to track labor cannot increase more than 100 per cent without generating vigorous effort to find at least a partial antidote—and increased mechanization is the antidote on which maintenance officers are pinning their hopes. When it is realized that many maintenance machines will pay for themselves in one or two years, or even less, it is easy to understand why they are in such demand—and why the future is likely to bring an even greater insistence upon acquiring them.

The mechanization of maintenance work is a development that is in the same class, if not of the same magnitude, with the Dieselization of motive

power or any other major upheaval in methods of doing railroad work. Only when there is a full realization of the factual significance of this upheaval will it be possible to form an adequate conception of what is going on in track maintenance on the railroads today.

CANAL NO ANSWER TO BASING POINT PROBLEMS

Leading citizens of Pittsburgh, Pa., have expressed alarm concerning the continued well-being of its steel industry since the recent Supreme Court ruling which put an end to the basing-point system of pricing in the cement trade. Benjamin F. Fairless, president of the United States Steel Corporation, pointed out in a recent address that, without basing-point pricing methods, Pittsburgh products could no longer compete successfully in many former markets, naming, as an example, Detroit, Mich., because that point enjoys lower freight rates from less distant steel producing areas, and from mills located on the Great Lakes as far away as Chicago.

The Ohio Valley Improvement Association at Cincinnati was quick to offer Mr. Fairless an old favorite cure-all, the Lake Erie-Ohio River waterway. This canal, the association asserted, "Would permit 5,700-ton lake cargo vessels to haul steel sheets from Pittsburgh and Wheeling direct to Detroit at a saving of $6.54 per ton as compared with the present railroad freight charges, or a saving of $37,278 on one boat load!" The association did not suggest who should bear the charges for construction, maintenance and operation of the waterway and its attendant facilities. Since the Steel Corporation long ago acquired the Bessemer & Lake Erie railroad between the Lakes and the mills, it is presumed that it found this more economical than acquisition and operation of a privately maintained canal system. Hence, if the Ohio Valley association is convinced that private enterprise is a failure and that the taxpayers *must* subsidize lower freight rates, they might at least lessen the cost of socialization by suggesting that the government construct and maintain a low-level, double-track, tax-free and toll-free railway over which existing railroad corporations might haul the products of the mills at greatly reduced rates. Or, as Al Smith once said of the New York State Barge Canal: If you've got to give 'em something for nothing, let them ship over the railroads and let the government pay the bill.

The Ohio Valley Improvement Association—the directors of which are industrialists—water line operators, and members of civic boards and chambers—has apparently lost faith in private enterprise.

If its concern over Pittsburgh's plight were genuine, it would devote its offices not to the advocacy of construction of a waterway, but rather to the support of American business in its efforts to show Congress that a return to normal and fair methods of pricing—broadening markets and competition—is paramount to the success of all industry.

STEAM-POWER MAINTENANCE COST

These columns have pointed out previously the folly of ignoring the detrimental effect that obsolete shop and terminal facilities have on steam locomotive maintenance costs when steam locomotives still make up more than 80 per cent of the total motive-power inventory of American railroads. Experience has shown that the use of up-to-date facilities can produce a tremendous reduction of steam-power maintenance man-hours. Complementing this approach to the man-hour problem is the important objective of bettering the performance of *existing* steam locomotives by the application of design improvements that have demonstrated their worth and by a continued search for additional ways to increase the usefulness of this type of motive power. These methods not only will lower maintenance requirements but they will raise operating efficiency as well.

Because the Atchison, Topeka & Santa Fe is one of the leading users of Diesels the report from that railroad at the recent annual meeting of the Master Boiler Makers' Association on the modernization this year of a 4-8-4 steam locomotive, one of fourteen built in 1927-29, is of particular interest. The changes made in this locomotive are too numerous to mention here. Some of the improvements, however, include applications of roller bearings to all axles, cylinders and superheater header designed for free steam flow, lightweight reciprocating parts, rotary-cam poppet valves, chassis lubrication, top boiler checks with improved water distributor, circulating-type firebox tubes, continuous blow-down equipment, and a better front-end arrangement.

These are the kinds of changes that build savings in maintenance man-hours into the steam locomotive, increase its availability, and also give it added desirable characteristics—such as the ability to make a "Diesel-engine start." The present popularity of the Diesels should not blind railroad officers to the fact that the steam locomotive still hauls most of the railroads' tonnage and costs them over one-half billion dollars a year for repairs.



The new Chance Vought plant at Dallas, Tex., on the Texas & Pacific, is the destination of one of the largest transfers of machinery and men ever made

MOVING AN AIRPLANE PLANT ALL-RAIL,

All of the machinery and many of the people who make the Navy "Corsairs" carrier-based aircraft, the newer "Pirates" and other experimental and "top secret" fighting planes, are being transported, lock, stock and barrel, some 1,700 mi. from Stratford, Conn., to Dallas, Tex. Virtually the entire movement of machinery and other facilities is being made by rail.

At the suggestion of the Navy, the Chance Vought Division of United Aircraft Corporation is moving its entire facilities from an area in which is one of the nation's heaviest concentrations of aircraft factories, along the seacoast, to the plains of the Central Southwest, where a large modern plant of the North American Aviation Company was available for occupancy. Chance Vought gains, in the process, about twice the floor space of its present Stratford plant and an excellent network of access railroad tracks, in contrast to its off-rail location at Stratford.

This may be the first of a series of mass industrial migrations dictated by the necessity of scattering our industrial potential and putting more of it in the heartland of the continent. Since the job of carrying out a large movement of this kind demands brand-new procedures by the industrial traffic manager and by the railroads, *Railway Age* has asked E. L. Beatty, supervisor of transportation for Chance Vought, to point out and explain some of the techniques he and his staff developed in the course of the big move, in the belief that they will interest traffic and transportation men.

Nature of the Job

The job, in brief, is to move some 2,000 machines, all office records, masses of blueprints, an unestimated number of assemblies and parts, and 4,000 persons—employees plus their families—a distance of 1,687 mi. (allowance basis for employees), and to do it without upsetting the company's production schedule and with minimum idle time for machines or men at either end of the journey.

Actual over-the-road movement began on May 6, when the first carload of machinery left Stratford (on the New Haven's main line, near Bridgeport, 59 mi. from New York), since which date (through August 28) 150 cars, bearing 5,500,000 lb., have been dispatched.

Statistics for the entire move, which is expected to take until mid-1949 for completion, are only the roughest estimates, but the aggregate weight of freight to be moved is guessed as 50 to 60 million pounds, and freight car requirements as about 1,000. What the freight bill will ultimately be, the traffic department cannot say, but it points out that the average rate paid on the 40,000-lb. average carload shipped

FACILITY MOVING TAG

INVENTORY TAG NO.

From Unit No. To Unit No. Location Stratford

I. E. D. 100 - I. E. Equip. No.

Description and Remarks:

Case No. Weight

Shipping Memo No.

Car No. B/L No.

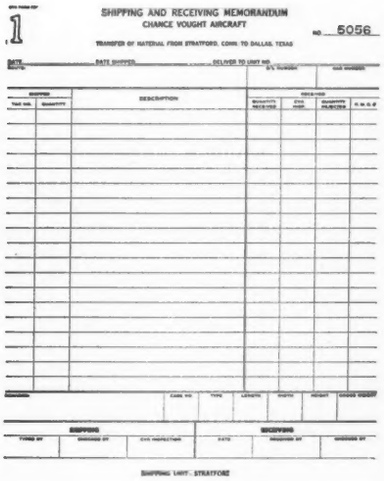
Tagged By Date

Checked By Date

Fig. 1 (Left)—This tag is attached to each piece of equipment moved

Fig. 2 (Right)—This form contains all necessary information for grouping, loading, billing, tracing, unloading and positioning of cases at the new plant. Eight copies are made

Fig. 3 (Below)—A daily report of shipments keeps the Dallas office advised of what is on the way



SHIPPING AND RECEIVING MEMORANDUM
CHANCE VOUGHT AIRCRAFT
No. 5056

TRANSFER OF MATERIAL FROM STRATFORD, CONN. TO DALLAS, TEXAS

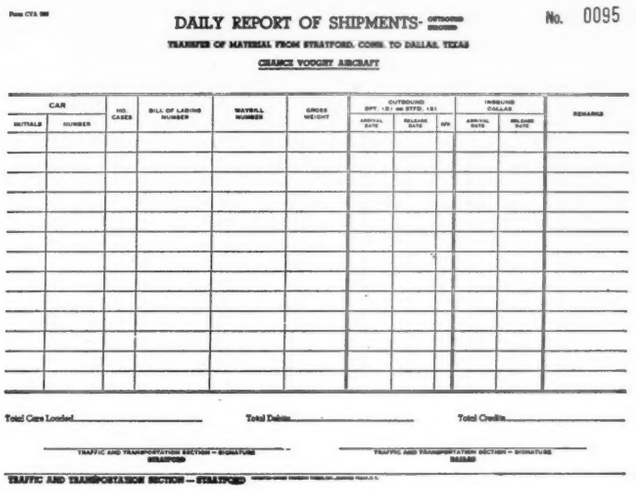
DATE DATE SHIPPED DELIVER TO UNIT NO. B/L NUMBER GAS CHARGES

SHIPPED		DESCRIPTION	RECEIVED			
Tool No.	Quantity		Quantity Received	Over	Quantity Rejected	R. M. S. #

CASE NO. | TYPE | LENGTH | WIDTH | HEIGHT | GROSS WEIGHT

SHIPPING			RECEIVING		
TYPED BY	CHECKED BY	CVA INSPECTION	DATE	RECEIVED BY	CHECKED BY

SHIPPING UNIT - STRATFORD



Form CVA 100

DAILY REPORT OF SHIPMENTS- OUTBOUND INBOUND No. 0095

TRANSFER OF MATERIAL FROM STRATFORD, CONN. TO DALLAS, TEXAS

CHANCE VOUGHT AIRCRAFT

CAR		NO. CASES	BILL OF LADING NUMBER	WAYBILL NUMBER	GROSS WEIGHT	OUTBOUND DEPT. 121 via STFD. 121			INBOUND DALLAS		REMARKS
INITIALS	NUMBER					ARRIVAL DATE	RELEASE DATE	M/N	ARRIVAL DATE	RELEASE DATE	

Total Cars Loaded Total Debits Total Credits

TRAFFIC AND TRANSPORTATION SECTION — SIGNATURE STRATFORD

TRAFFIC AND TRANSPORTATION SECTION — SIGNATURE DALLAS

TRAFFIC AND TRANSPORTATION SECTION — STRATFORD

NEW ENGLAND TO TEXAS

thus far has been $800 to $900. The total movement will probably be larger than anyone now guesses, because, as Mr. Beatty points out, "we have already shipped 265 cars and it is still hard to find an empty space on the plant floor."

Before a pound of freight moved, the most elaborate plans were laid out to insure smooth performance of the job. The transportation phase was, in effect, made a part of the coordinated assembly-line manufacturing process. First, the future location of every machine, crib and office in the new Dallas plant was carefully plotted. Then a master schedule, complete to the last detail, was drawn up, which, though subject to change from day to day, remains the foundation of the move.

Also, the traffic, material and maintenance departments, in conjunction with packaging engineers of the New Haven, experimented thoroughly to find the best method of packing the widely varying types of machines which would have to be moved absolutely without damage if the production level of Chance Vought was to be sustained. Both the New Haven at origin point, and the Texas & Pacific at destination, made special arrangements for car supply, dispatch and reporting en route. Indeed, the T. & P. and the Missouri Pacific set up jointly a special office at Dallas which reports the movement of *every* Chance Vought car, whether it is routed via the M.P. or not. For the present, Chance Vought is not too concerned about close-hauling arrival times, but indicates it has nothing to complain about with regard to delays thus far, having enjoyed an average transit time of 10 days. It is greatly concerned about having an adequate number of the right type of cars available for loading, since failure would disrupt the entire master schedule, and it reports that, thus far, it has never lacked for a car. The move calls for regular, double-door, end-door and automobile box cars, gondolas and flats.

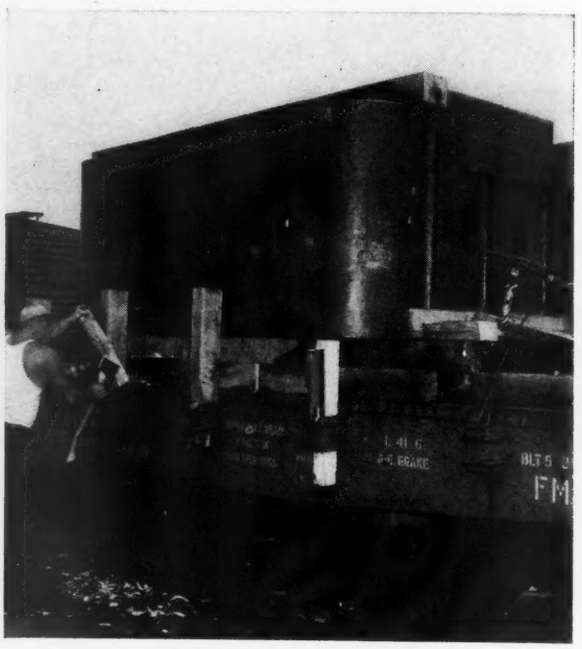
The company also obtained, promptly, a special commodity rate of Fifth Class, 40,000 lb. minimum, for its plant and equipment, and Fourth Class, same minimum, for parts and inventory, with mixture allowed without penalty. These rates are applicable over all normal open routes and the company is doing its best to spread the business over as many separate railroads as possible. The few sub assemblies which it may have to ship in connection with the move will go at the regular rates and in the regular manner, since the plant makes such shipments every day in connection with Navy orders.

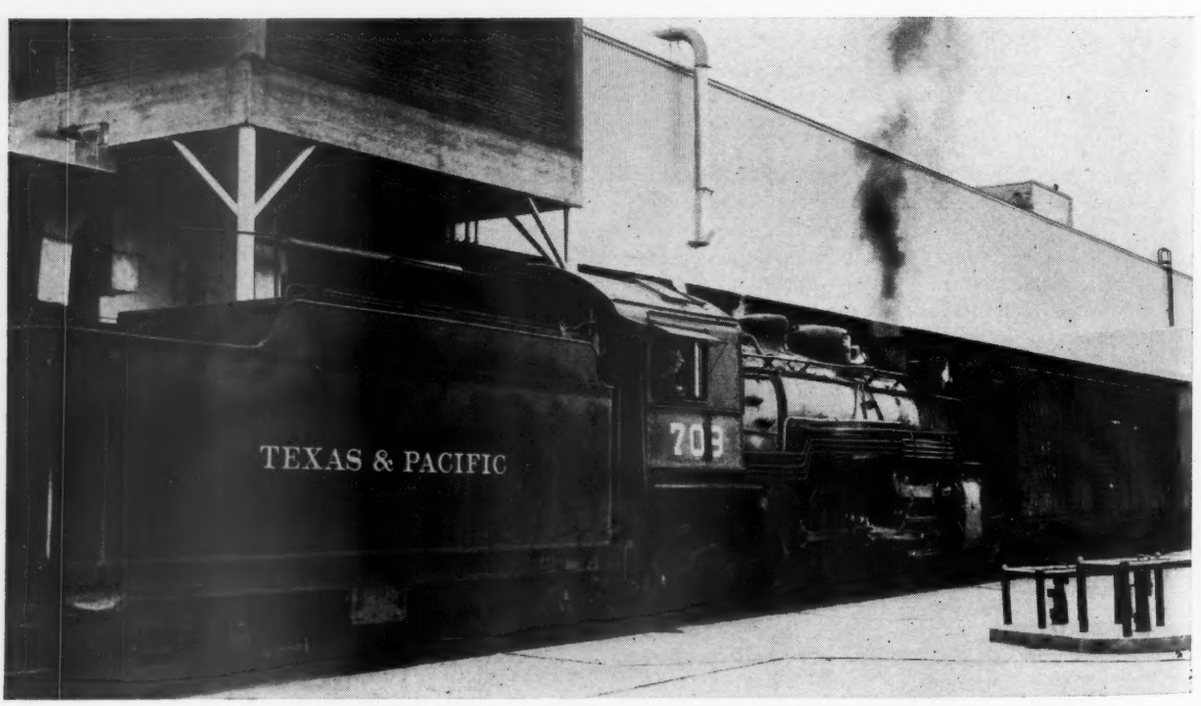
In accordance with the master plan, as a department or section completes a production schedule, the maintenance department moves right in and transfers ma-



The Stratford, Conn., plant of Chance Vought is two miles from the nearest railroad siding. The machinery is being loaded from a company-owned truck into cars on the New Haven's team track at Stratford

A portion of the largest single piece of equipment moved thus far—a hydraulic press weighing 238 tons





The first of an estimated 1,000 freight cars necessary for the move being spotted at the Dallas plant

chinery to a large (50,000 sq. ft.) central shipping area, where it cleans, paints and revises the units for the higher voltage employed at Dallas, and bolts it to skids, carrying out any other packing methods which may have been promulgated for the particular type of machine by the traffic department. At the same time, each case is tagged with a shipment number, drawing number, future location at the Dallas plant, including the position at which the freight car containing the case should be spotted for unloading and other information. (See Fig. 1).

Because the Stratford plant has no rail siding, all shipments are moved by leased or company-owned trucks two miles to the local team tracks of the New Haven at Stratford or three miles to the Union Avenue yard at Bridgeport. Since the plant must be moved in units, the machinery, inventory, desks, office records and even the personnel relating to any one operation must be transferred as a group. Hence each freight-car load is carefully planned according to the master schedule and desks may be mixed with dies or with steel file cabinets containing the microfilmed records of the departments. Each car is carefully loaded and braced, and, after inspection by the traffic and transportation and maintenance departments, is released to the railroad for billing and movement. Immediately thereafter, Chance Vought notifies each railroad participating in the routing that the car is coming and reports all cars to the joint T.&P.—M.P. office at Dallas; it rarely requests passing reports.

For each shipment there is prepared a "shipping and receiving memorandum," a form designed specifically for this transfer movement (Fig. 2), containing all necessary information for grouping, loading, billing, tracing, spotting at Dallas, unloading and positioning of cases on the plant floor. Of the eight copies made, three are air-mailed daily, each evening, grouped by carloads, direct to the Dallas transportation office, while the others are utilized by stock records, inventory, auditing, and others. Also, every morning, the transportation office at Stratford teletypes to Dallas a "daily report of shipments" (Fig. 3), which gives, among other items, car numbers, gross weight and routing.

Upon arrival at Dallas, the cars are spotted according to directions on the "shipping and receiving" memoranda at one of 20 doors along a 1,000-ft. track-side unloading platform, and the contents are unpacked and moved to designated locations for installation. Memoranda are carefully checked to see that all pieces arrive which have been indicated as shipped by Stratford. This matching is, of course, in addition to normal checking by waybill or bill of lading.

Loss Negligible

Obviously, any damage or loss of shipment in such a move is unusually serious, because of impossibility of replacement in time to avoid interrupting installation and production schedules. Chance Vought reports that, to date, as a result of careful packing, close record checks, and good handling by the carriers, there has been no loss at all, and relatively little damage—the latter chiefly to furniture. Freedom from claims is an old habit with the division; last year its claim ratio (relation of claims to freight paid) was considerably less than one per cent, and during the past seven years it has never filed a damage claim for an outbound shipment. In 1947, of 39,656 shipments in and out by all modes of carriers, the transportation office filed but 100 claims, totaling $1,309.60; on rail shipments alone, 16 claims, totaling $162.02.

Chance Vought expects to make the entire move of physical property by railroad freight, with the exception of household goods, which will move entirely by Aero-Mayflower van (at regular tariff rates and with storage at option of employee), secret records and blueprints, which will move by express under armed guard or by company aircraft, and Chance Vought trucks and automobiles, which will move over the road. This decision was based, according to the company, on relative overall cost, transit performance and damage experience, and was made despite the absence of railroad access tracks at the Stratford plant.

For its normal shipping requirements in the past, Chance Vought has not been a heavy user of railroad service in relation to total receipts and offerings. In 1947, total inbound traffic by rail was only 15 per cent, and outbound, 37 per cent. The principal reason is that the company operates with a remarkably small inventory because, working in the field of combat aircraft, it must change its models and accessories constantly. Hence, it can order in very little material by carload lot and demands speedy delivery by truck or plane.

Movement of Personnel

The division expects to transfer a total of 1,500 employees and their families, or a total of about 4,000 persons, as noted. All may choose their means of transport. Those who drive are allowed 1,687 highway miles for purposes of compensation, at the rate of seven cents a mile, plus seven dollars a day subsistence per person for seven days' allowed travel time. Those who choose rail movement are provided with Pullman accommodations (sections or rooms) and $6.50 a day subsistence ($3.50 for children under 12) with two days' travel time. Air travelers are provided with tickets and accommodations and five dollars a day subsistance for one day. Thus far, the average rank-and-file employee has chosen railroad or automobile movement, while officials have preferred air routing.

Each official travel party is provided with a list of full instructions on movements and procedures upon arrival at Dallas, where an information-reception office, under the joint jurisdiction of the traffic and transportation department and the personnel department, has been established. Here each employee reports upon arrival, is told what hotel reservations have been made for him and is aided in housing matters. Thereafter, ample subsistence is allowed for a reasonable time until he and his family are settled.

The traffic and transportation department of Chance Vought has a staff of 16 and is headed by Edward L. Beatty, who has been engaged in the traffic field for 20 years, having been employed by several railroads prior to coming with Chance Vought in 1940. The department is under the jurisdiction of Graham Reid, chief of the purchasing department of Chance Vought.



Harry S. Truman bridge across the Missouri river, built jointly by the Rock Island and the Milwaukee. Awarded plaque in Class IV for 1945

BEAUTIFUL RAILWAY BRIDGES

Railway men may seldom, if ever, think of their bridges as things of beauty, but the American Institute of Steel Construction has a different opinion. Reviving a practice interrupted by the war, the institute has awarded stainless steel plaques for the nine steel bridges built during the period 1942 to 1947 that were selected as the most beautiful in their respective classes.

Two railroad bridges were among the nine receiving the awards. The Pecos River bridge of the Southern Pacific received the award in Class II for 1944, and the Harry S. Truman bridge crossing the Missouri river, built jointly by the Chicago, Rock Island & Pacific and the Chicago, Milwaukee, St. Paul & Pacific, received the award in Class IV for 1945. Class II bridges are fixed bridges with spans under 400 ft., costing over $500,000, and Class IV structures are movable bridges. The Pecos River bridge was designed by Modjeski & Masters and fabricated by the Bethlehem Steel Company, and the Truman bridge was designed by Howard, Needles, Tammen & Bergendoff and fabricated by the American Bridge Company.

Two other railroad bridges, both in Class II and both on the Atchison, Topeka & Santa Fe, were given honorable mentions. One of these is the Colorado River bridge at Topock, Ariz., and the other is the bridge across Canyon Diablo, also in Arizona. The Colorado River Bridge was designed by the American Bridge Company and the superstructure was fabricated and erected by this company. The Canyon Diablo bridge was designed and fabricated by the Kansas City Structural Steel Company and was erected by the Kansas City Bridge Company.



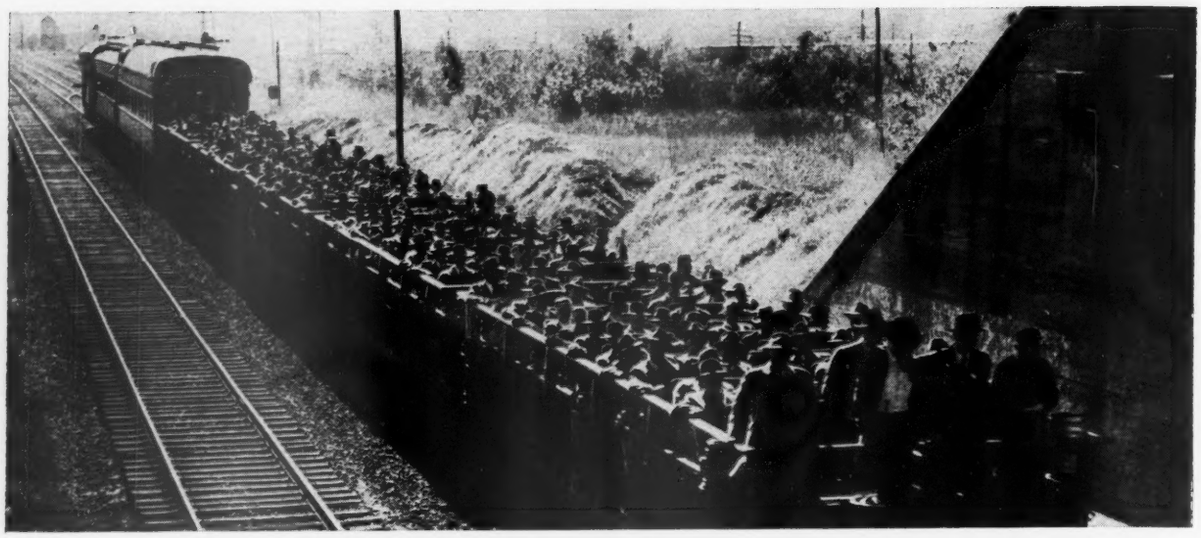
The Southern Pacific bridge across the Pecos river. Awarded plaque in Class II for 1944



Canyon Diablo bridge of the Santa Fe. Given honorable mention in Class II for 1947



The Santa Fe's Colorado River bridge at Topock, Ariz. Received honorable mention in Class II for 1945



The industrial tourists rode in gondola cars specially fitted with coach seats and loud-speakers

SHOWING SOUTHERNERS HOW SOUTHERN SERVES THEM

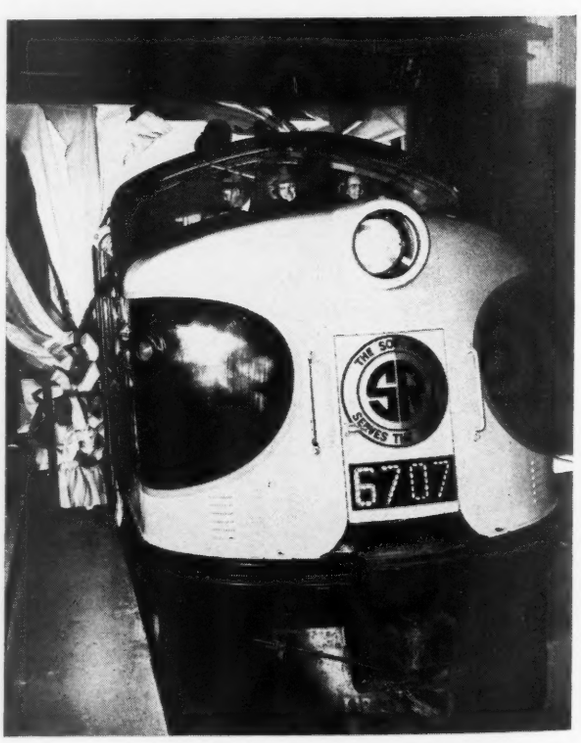
Railroad-industrial tour gives Chattanooga business men and civic leaders better understanding of what railroad service means to their city; new million-dollar Diesel shop opened

Business men and civic leaders of Chattanooga, Tenn., recently got a better understanding of what railroad service means to their city. On October 20, more than 250 of them were guests of the Southern on a "railroad-industrial tour," which included a track-side view of industries in the Chattanooga terminal area and ceremonies in connection with the formal opening of the new million-dollar shop that the Southern has built there for the servicing and repair of its Diesel-electric locomotives.

Harry A. DeButts, vice-president in charge of operation, was among Southern executives who acted as hosts. President Ernest E. Norris also had planned to be on hand, but he was unable to get away from Washington. He expressed his regrets in a telegram to the guests. R. W. Williams, the Southern's executive general agent at Chattanooga, was in charge of arrangements for the tour.

The shop-opening ceremonies included a barbecue luncheon at which brief talks were made by Mayor Hugh Wasson of Chattanooga, Mr. DeButts, and E. B. Shehee, general Diesel instructor of the Southern. Mr. DeButts was at the controls of a Diesel-electric locomotive which broke through a paper barrier to mark the formal opening of the new shop. In the cab with him were John T. Moon, general manager of the Southern's Western Lines, and four local chairmen of crafts represented in the shop's personnel.

The "railroad-industrial" tour idea was first tried



Diesel-electric breaks through paper barrier to mark formal opening of new shop

out in Knoxville, Tenn., last May. Its outstanding success there prompted the making of plans for the Chattanooga tour, which was also a big hit as evidenced by favorable comments from those making it. Tours in other cities served by the Southern are now under consideration. The tours are a coordinated part of the Southern's whole public relations program. Its national advertising promotes the location of new industries in the South; it urges business and industrial leaders to "Look Ahead—Look South." Meanwhile, the Southern recognizes that it also has the job of telling Southerners about the Southern—how it serves them, what it is providing in the way of modern facilities and services, and how it contributes to the economic health of the communities along its lines. The tours comprise part of this undertaking.

Following the plan of the Knoxville tour, the Chattanooga guests were taken aboard five low-side gondola cars that had been fitted out with wooden floors, side rails, passenger-coach seats, and loud-speakers. Coaches and a business car were coupled on for use in case of inclement weather, but the day was perfect. Motive power was supplied by one of the Southern's Diesel-electrics.

The "barkers" were G. W. Frank, the Southern's assistant freight traffic manager at Chattanooga, who described the industrial plants and railroad facilities visited by the train; and W. Roy Meyers, vice-president of the Hamilton National Bank of Chattanooga, who pointed up the Southern's contribution to the prosperity of the city, and the vital role of the whole American railroad system in the industrial life of the nation. From Mr. Meyers, the industrial tourists learned that the Southern is "one of the largest contributors" to the prosperity of their city.

The Southern in Chattanooga

"It has," he said, "about 2,000 employees in Chattanooga with an average yearly payroll of six and one-half million dollars. In 1947 this railroad paid approximately $254,000 in taxes to the city and Hamilton county, and during the same year it spent $588,123 in purchases of materials and supplies from Chattanooga industries. The Southern operated in and out of Chattanooga, in the first six months of 1948, 12,978 freight trains. The total of cars handled in the Chattanooga yard for the first six months of 1948 was 893,904. In that same period 19,062 cars of carload freight were switched to industries and 17,718 cars of outbound freight were switched from industries. The Southern Railway System alone operates a total of 210 miles of track in Chattanooga and North Chattanooga."

As to the future of the railroads, Mr. Meyers predicted that they "can continue to be our greatest freight movers throughout the foreseeable future, despite the subsidized competition from other carriers." He saw "no reason for worry" that the railroads would fall "behind the times" when he considered the current modernization programs which, he said, will involve outlays totaling $1.7 billion. And he emphasized that "all of it is being done the good old American way—by private capital." Whether the railroads will be permitted to operate as profitable enterprises is "another matter," Mr. Meyers continued. "This," he added, "is a subject to which we should all give thought as it is a matter of primary concern to all of us who, as American citizens, believe in the free enterprise system."

Will Have 521 Diesels

In his brief talk at the shop, Vice-President DeButts called the new plant "one of the most modern" of its kind. With the delivery of those now on order, he said, the Southern will have 521 Diesel units in service. In March of this year Diesels comprised 6 per cent of the Southern's freight motive power and 16 per cent of its passenger locomotives. They handled 41.5 per cent of its gross ton-miles and 55 per cent of its passenger train-miles. On exhibition at the shop during the opening ceremonies was the "Best Friend of Charleston," the Southern's replica of the "first steam locomotive built in America for regular scheduled service on a railroad."

The shop facilities include a locomotive-repair section and an overhaul section. The former is a one-story structure, divided into a high bay for heavy repairs and a low bay for running repairs. The high bay has its floor built level with the top of the rails and its equipment includes a 30-ton, 90-ft. overhead traveling crane; the low bay, with a floor depressed below the top of the rails, has elevated platforms at locomotive-floor level and inspection pits below the rails.

The overhaul section has a main floor and basement. The former is built at elevated platform level, and it houses the machine shop, cleaning room, filter packing room, and office. The basement houses radiator-cleaning and battery-overhaul rooms, pumping and storage facilities for lubricating oil, heavy-storage, and washing and locker facilities.

The tour lasted about five hours, including the luncheon and shop-opening ceremonies. As the train approached the Southern's Chattanooga passenger station, where its run ended, cards were distributed so that those of the guests who desired to do so might record their reactions. Most of them did; and their comments were not only favorable—they were enthusiastically so. Many also followed through with letters to express their appreciation and extend their favorable remarks.

To one Chattanoogan, the tour was "an eye-opener and a real education"; another saw "parts of Chattanooga I didn't know existed," while a third saw "more of Chattanooga in one day than I have in the 30 years I have lived here." Other guests stressed their appraisal of the tour as an effective public-relations job, one of them calling it "a fine approach to better public and customer understanding of the Southern and its problems as well as its progress." Along the same line were comments which called the tour "one of the most impressive public-relations gestures it has been my good fortune to experience," and congratulated the Southern for having "executed perfectly a plan for promotion which the average company would have been most hesitant to attempt." The story was the same at Knoxville, where the comments were epitomized by one which called that pioneer tour "the best public relations job I've seen."

MEXICAN GOVERNMENT INSTALLS RADIANT HEAT IN THE PRIVATE CAR OF PRESIDENT ALEMAN

Copper-tube radiators are imbedded in mastic—
The heating medium is hot water at 180 deg. F.



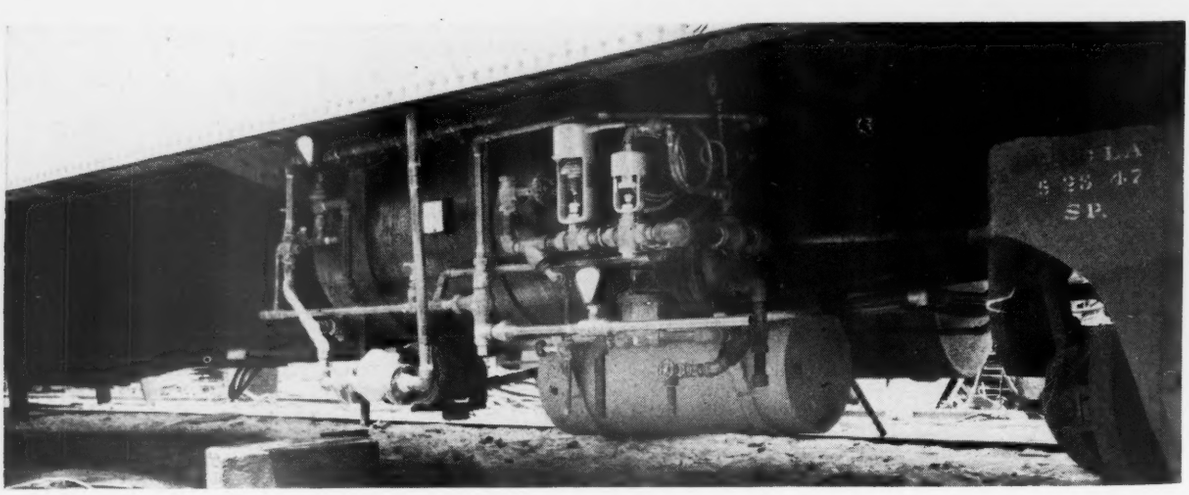
The radiator tubes in place in one of the small rooms. The thermostatic valve appears in the middle background

A complete installation of radiant heating has been placed in a private car built for the Mexican government to be used by President Aleman. The car is about 70 ft. in length. It has five bedrooms and a galley, with a large lounge room opening on an observation platform.

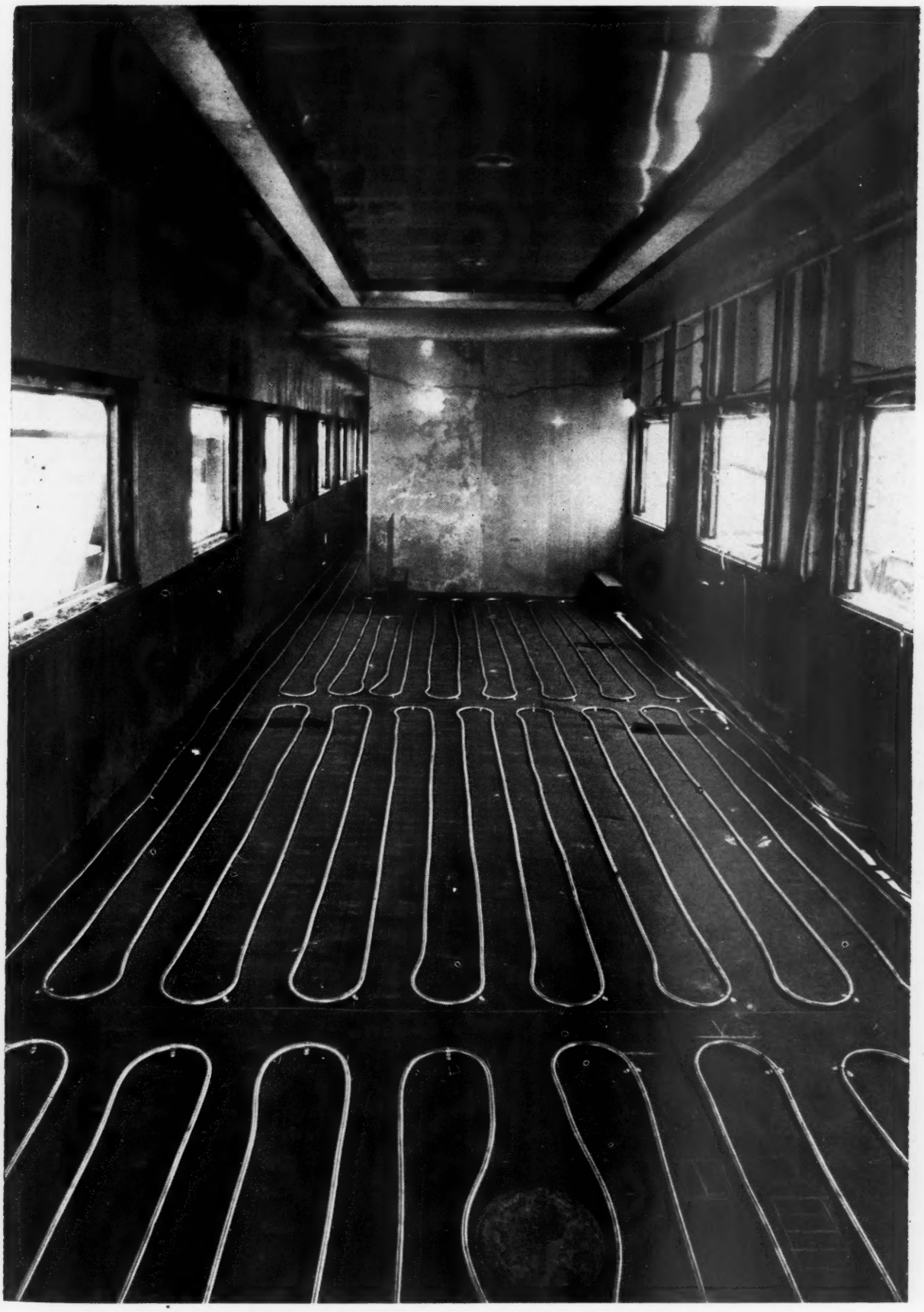
The heating medium is hot water distributed from a heat-generating unit enclosed in an insulated steel box suspended below the car. This is 5 ft. 6 in. in length, 32 in. deep from the side of the car and approximately the same depth below the car floor. The radiators consist of ⅜-in. copper tubes laid above the main floor structure and imbedded in a 1¼-in. coat of mastic. The finished surface of the floor consists of a ¼-in. thickness of sponge rubber, over which is laid a broadloom carpet.

The under floor consists of a ¼-in. steel plate; on this is laid a floor of oak boards 1¼ in. in thickness. On the oak floor is placed a corrugated zinc sheet, the corrugations of which are approximately on 1-in. centers. The copper-tube radiators are separated from the zinc by a layer of building paper.

The mechanical equipment for heating and circulating the water consists of a steel storage tank, 22 in. in diameter by 43 in. long, in which are inserted two Bell & Gossett heat exchangers. Steam from the locomotive passes to one of the heat exchangers through a Fulton Sylphon pressure-reducing valve, thus heating the water in the tank to 180 deg. F. The condensate



Heat exchange equipment, circulating pump, and controls are installed under the car



Copper-tube radiators in place, ready for application of the mastic flooring, in the main room of the car. The thermostatic radiator valve is in the niche below the window near the middle of the left side

is collected in a steam trap and wasted. The water temperature is automatically controlled. Through the other heat exchanger cold water from the car water supply is passed and heated for use in the kitchen, showers and lavatories. A Fulton Sylphon thermostatic mixing valve is employed to control the water temperature.

Hot water for the heating system is drawn directly from the tank at 180 deg. and circulated by means of a small centrifugal pump, motor-operated on 32-volt d.c. current, which is inserted in the water line on the return side of the hot-water tank. This hot water is circulated from a manifold through eight risers to as many floor radiators, thence passing upward from the ends of the coils through tubes in the side wall of the car.

In the space above the ceiling the ⅜-in. lines lead into a return pipe to an expansion tank and a return main which passes down through the side wall to the unit under the car. The expansion tank is fitted with an air vent valve. In the return riser from each radiator in the small rooms is a ½-in. Fulton Sylphon thermostatic radiator valve by which the flow of water through the radiator is controlled. At the lounge end of the car the return lines from all three coils join in a riser in which is a single thermostatic control valve.

A by-pass is provided between the return main and the hot-water supply line to the heating system so that the temperature of the water entering the floor coils may be reduced below the temperature carried in the tank when weather conditions make this desirable. The amount of return water by-passed is determined manually.

The radiator coils aggregate approximately 900 lineal feet of copper tubing. The heat-exchange capacity of the system is 317 gal. per hr. at a temperature rise of 140 deg. with steam at a pressure of 50 lb. per sq. in. The capacity of the hot-water supply for kitchen and room use is 152 gal. per hr. at a temperature rise of 100 deg., the heater being immersed in water at a temperature of 180 deg. F.

This car, which was completed during the past summer, was built by the Ransome Company, Emeryville, Calif., and is the first of several, including sleeping cars, dining cars, and coaches, to have similar radiant-heating installations which the Mexican government plans to purchase.

New Book . . .

MEN, CITIES AND TRANSPORTATION: A STUDY IN NEW ENGLAND HISTORY, 1820-1900, by Edward C. Kirkland. Two volumes: xvi-528 pages and ix-499 pages; illustrations and maps. Published by Harvard University Press, Cambridge, Mass., 1948. Price, $12.50.

Although these two volumes deal with a relatively small segment of the nation and are virtually limited in scope to the years 1820-1900, they are packed with facts and observations as current in their significance for railway men as this morning's newspaper. This is so primarily because this superb piece of work treats the New England transportation system "as a human response to the changing needs and ambitions of that area." Why people want transportation, how they go about getting it, and how they treat and regard it after they get it all involve rather fundamental traits of human nature, and these apparently change but little over the years.

Operating men will find countless familiar situations in the negotiations over and improvements in equipment, schedules, working conditions, and safety. Traffic officers will feel at home in the many pages devoted to rates, rate conferences, through routes, service, and competition between not only rival railroads, but different types of carriers and competing regions and industries. Those entrusted with financing will discover that few modern devices were unknown or untried by the ingenious Yankees of two and three generations ago, while labor relations experts may take some shred of comfort in learning that their 19th century counterparts had their troubles too—troubles which arose basically from the same conflicting viewpoints still evident in 1948. For their part, public relations officials will find that John Q. Public and his wife have long groused and smiled at much the same things. Finally, and probably of deepest significance, railroaders who deal with today's numerous regulatory bodies will welcome the keen comparative analysis of the varying origins, scope, and effectiveness of the six pioneering New England railway commissions.

As their title implies, these volumes are not confined to railroads. Logically enough, since the region under survey is New England, some 150 of the 1,000-odd pages are devoted to the maritime trades, and about 30 each to inland waterways and highways. The interplay of these various carriers on each other and on the growing rail network is lucidly portrayed.

Generally speaking, Mr. Kirkland—one of the nation's top-ranking economic historians—has relied on primary published material such as annual reports, official documents, and the vast store of pamphlets that New Englanders issued constantly to bring their views before the railways, legislators, and the public. He draws upon some newspaper material, but except for the predecessors of the Boston & Albany he does not, unfortunately, utilize railway corporate archives. Nor has he made more than occasional use of private papers. Hence there is much about the public's desires and reactions concerning transportation, but very little indeed about what the contemporary railway men themselves thought. Someday, perhaps, this gap will be filled; it definitely should be. Nevertheless, these volumes as they stand carry a pertinent, thoroughly documented message to railroaders of today.

Both volumes are well illustrated, equipped with adequate maps, and are handsomely printed and bound. For the student of the industry, whether historically minded or not, *Men, Cities and Transportation* is required reading. Unlike most reading in that category, it is written brilliantly with a full measure of the salty humor one would expect of a Yankee talking about his own people.—RICHARD C. OVERTON

COAL AS THE PURCHASING AGENT SEES IT

Examples illustrate the need for closer understanding by all concerned of the requirements of the user and the limitations of procurement*

By E. S. BONNET
Fuel Purchasing Agent, New York Central System

My experience in the use of coal has been extremely limited. I am a mining engineer who has spent most of his life in the production and preparation of coal. During the past several years I have had something to do with buying coal.

I wonder sometimes if the using departments of the railroad know themselves what kind of coal they want. Some of us use sized coal and some of us use mine run. We have continuous arguments with our locomotive departments about the size of coal. We have one mine that will make 4-in. by 1¼-in. coal. We are asked to increase the bottom size by ⅛ in. or ¼ in. and we find that the mine does not make that size. We could do a lot if we had closer cooperation between our using and purchasing departments.

We have a large number of small power plants on the New York Central. In the past several years we have installed new boiler equipment in some of these plants. We may get a letter in our department from the master mechanic or, possibly, the general manager saying that they are going to install new boilers at a certain point and will we please advise what coal we will supply for that plant. We tell them that we will supply 1¼-in. coal; we furnish that coal and then they tell us that it is all wrong and they can't use it in that plant. I do not want to object to what the operating people do. I want to bring out the fact that we do not cooperate enough and do not understand each other's problems.

Market Limitations

When a coal has definitely been decided upon, do not forget that if a mine, let us say, produces a thousand tons of coal a day and you want a 4¼-in. by 1¼-in. coal, the average mine will produce only 30 per cent —300 tons—of its output in that size. In our discussions with our operating people we find that they really do not want that size but a smaller size, let us say, 2½-in. by 1¼-in. That restricts the availability of tonnage. When you order a certain quantity of, say, 2½-in. by 1¼-in. coal and will allow us to reduce the bottom size to ½ in. the quantity of coal we can buy is doubled.

You have had very serious problems during these past four or five years since the war began. Seventeen per cent of the steam-locomotive failures are attributable to poor quality of coal. You blame your purchasing people for getting you that kind of coal. But our railroad, for example, used from eight million to a maximum of ten million tons of coal a year during the 1930's. During the war years our consumption increased until in 1944 I was required to buy 15 million tons of coal at a time when other people were after additional coal too. We just could not secure that quantity of coal from our normal sources of supply. We had to reach out and buy other coal.

The coal market has taken a very decided change during August and September. In May and June we were placing orders every month for approximately 200 per cent of our anticipated requirements. We were securing about 60 or 65 per cent shipments on those orders, which gave us considerably more coal than we needed and about one-third of that coal was put in storage.

Believes Miners Will Work

That is the condition we faced for some four or five years. We no more than thought we had a reasonable supply of coal in storage than we had a strike at the mines or for some other reason the mines did not work. We used that storage up and as soon as the mines went back to work again everyone was buying all the coal he could get. Most of the roads were able to secure considerable quantities of coal during May and June and then, when this last wage scale came up in July, they simply turned the market upside down.

The miners today have the finest wage contract they ever had. They are the highest paid labor group in the United States—and that means in the world. Mr. Lewis has 20 cents a ton so that his men can get a pension of $100 a month after they are 62 years old. I do not believe that he is going to do anything to disturb that situation for some time to come, certainly not until the wage contract is open for renegotiation at the end of next June.

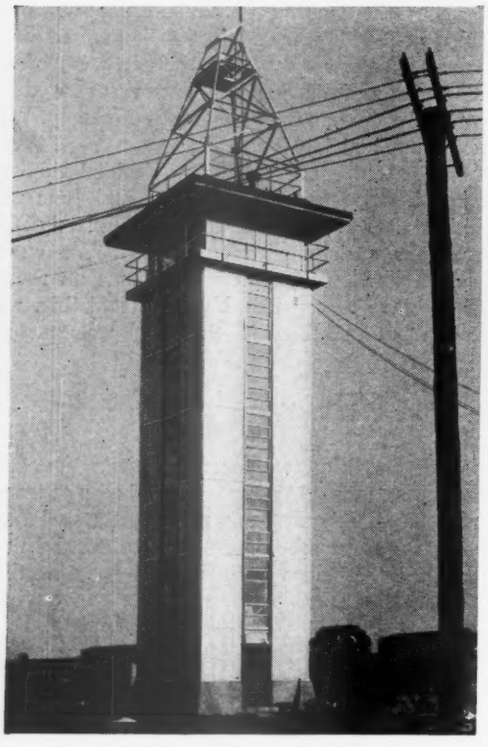
So, I believe, we are going to be able to secure all the coal we need for some months ahead and because of that I think we are going to be able to secure a better grade of coal.

We should have more of our coal suppliers at these meetings. For those coal men who are here, let me say that if you want to stop this trend toward Diesel locomotives you have got to give us coal that will satisfy our demands. Principally, we have got to have a uniform quality of coal. It does not make a lot of difference whether we have five per cent or ten per cent ash if we know we are going to get that per cent of ash all the time. We have got to have uniform quality. Another, the big thing we must have is continuity of shipments.

* From a paper presented before the annual meeting of the Railway Fuel and Traveling Engineers Association held at Chicago September 20, 21 and 22.

The tower controlling the communication system at the Southern's Inman yard, Atlanta, Ga., affords an unobstructed view of the yard operations (right)



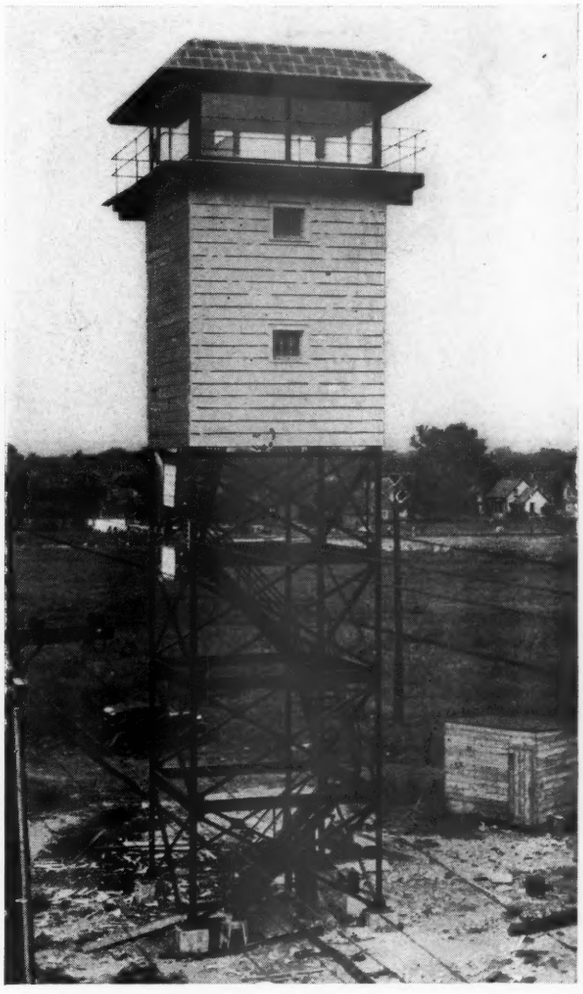


The recently completed communications tower of the Alton & Southern at its Davis yard, East St. Louis, Ill., measures 78 ft. from the ground to the top of the antenna. The floor of the yardmaster's office is 52 ft. above the ground level. Construction is of steel framework, sheathed with insulated sectional aluminum panels. This tower is equipped with facilities for the direction of yard operations through a loud-speaker system, and also with two-way FM radio facilities for communication with locomotives on the main line



The Southern also controls operations at its Pratt yard, Birmingham, Ala., from a high perch

The yardmaster "rules the roost" from the glass-enclosed top floor of this tower, one of two built recently by the Elgin, Joliet & Eastern at East Joliet, Ill. To assist him, the top floor contains the communication control panel and terminals of a pneumatic-tube system. Toilet facilities are provided on the intermediate floor and the communication equipment is housed on the bottom floor, 34 ft. above the ground



YARD OFFICES TAKE TO THE AIR

Elevated towers permit realization of full benefits from modern communication systems

Yard operations are "looking up," now that more and more yardmasters are looking down. The modern yard office, located on the top floor of a high tower, and provided with "picture" windows through which the yardmaster has a panoramic view of his yard, has so increased the effectiveness of yard communication, whether by space radio, inductive systems or talk-back loud-speakers, that more rapid classifying and dispatching of cars are assured. Many railroads are finding that the benefits of this type of structure, as a control point and yardmaster's office, are so great that they can ill afford to be without such a tower in any sizable yard, whether flat or gravity.

This type structure lends itself to a variety of designs. Sometimes it may be expedient to make it massive for permanence, appearance and minimum maintenance expense. In other locations where pleasing appearance is unessential, and permanence less essential, it may be built of prefabricated materials which can be easily salvaged for transfer to some other point of use. But whatever type of construction is employed, it generally includes several basic features. First, the structure is usually a tower—seldom less than 40-ft. high. Second, it is made highly resistant to fire, so that expensive communication equipment will not be subject to damage. Third, the top floor, being the control room, is soundproofed by acoustically treated walls and ceilings and double-pane windows. Fourth, they all have outside balconies and railings—providing a safe and effective place from which to wash the outsides of the windows.

A more detailed description of communication towers in general, and of two typical towers in particular, appeared on page 937 of the May 10, 1947, *Railway Age*.



The Baltimore & Ohio's Cone Yard in East St. Louis, Ill., utilizes this structure for its yard office and control tower



Walter J. Tuohy



Robert Jay Bowman

WALTER J. TUOHY NEW C. & O. PRESIDENT

Road's first vice-president, a coal traffic specialist, succeeds Robert J. Bowman, president since 1946

Meeting at New York on October 29, directors of the Chesapeake & Ohio elected as president the company's first vice-president, Walter J. Tuohy, to succeed Robert Jay Bowman, who is retiring from that office because of illness resulting from a heart attack last June 20. Mr. Bowman has been elected chairman of the road's executive committee.

Unlike most railroad presidents, Mr. Tuohy is a comparative newcomer to the railroad industry, having spent most of his active career in the coal business—a background which has, however, already proved its value to the coal-carrying C. & O. His successful achievements as a coal man, and his success in increasing the Chesapeake & Ohio's coal traffic during his term as its coal vice-president, combined with his executive methods, indicate that he will keep the company in the front rank of American railroads.

Executive Methods

Like most top-flight executives, Mr. Tuohy is expert on delegating duties and authority. He believes, however, that "the man down the line" has a mind, and "knows what it's all about." He is a firm believer in getting the benefit of that thinking, and of all possible ideas, regardless of where or with whom they originate.

To carry out that belief, Mr. Tuohy, immediately after becoming first vice-president of the C. & O. last July, called an informal, all-day staff conference of some 50 top officers of the road, going "as far down the line" as that numerical limit permitted. A similar meeting was held in September, and others are planned for frequent intervals in the future, while smaller informal meetings of department heads to exchange information and bring out suggestions are expected to be a weekly occurrence under Mr. Tuohy's presidency.

The unusual feature of the larger meetings is not the mere fact that they are held, nor the free and frank discussion of a variety of subjects pertaining to successful operation of the railroad which characterizes them. It is rather the fact that minutes of the meetings are made generally available, and that department heads are encouraged to circulate those minutes to all their principal subordinates. As a result, company policy is brought and kept out in the open, and regular channels do what otherwise might have to be accomplished by "grapevine."

These meetings afford concrete evidence of Mr. Tuohy's capacity for, and his desire to create, teamwork in the running of an organization—a desire and capacity which has been called, aside from his demonstrated ability as a salesman, his outstanding characteristic.

The company which Mr. Tuohy now heads ranked seventh among all American railroads from the standpoint of operating revenues in 1947, with a gross of over $312 million. It operates 5,061 miles of line linking the coal fields and industries of Virginia, West Virginia, Ohio and Kentucky with the Atlantic seaboard, Great Lakes ports and the Mid-west. Its ownership is distributed among some 95,000 stockholders.

It is presently engaged in an extensive improvement program, to cost approximately $152 million, which includes 75 miles of new lines into coal territory with potential production of 7,900,000 tons a year and reserves of 650 million tons; new running tracks, signals and miscellaneous facilities, including several installations of centralized traffic control; and new rolling stock. These improvements are essential, Mr. Tuohy told an interim regional meeting of C. & O. stockholders at Cleveland, Ohio, on October 26, "to enable us to meet the transportation needs of our shippers and communities, as well as to offset heavy increases in labor and material costs which are approximately 83 per cent above 1940. . . . The expenditures will also bring greater efficiency in our operating performance which has steadily improved through the years. For example, on the Chesapeake district . . . gross ton-miles per freight train-hour averaged 55,697 in 1942, and had increased to 62,187 in August, 1948."

Mr. Tuohy's interest in the C. & O.'s important coal traffic, his insistence on operating efficiency resulting from modern methods and up-to-date equipment, and,

above all, his realization that successful railroading is a team job, accomplished only when every employee does his part, are emphasized in an exclusive statement to *Railway Age,* quoted in full herewith.

Walter J. Tuohy

Mr. Tuohy was born at Chicago on March 12, 1901. He obtained his higher education by night study at the DePaul University Schools of Commerce and of Law, from which he received, respectively, degrees of bachelor of commercial science (1925) and bachelor of laws (1929). He was admitted to the Illinois bar, but never practiced.

His business career had begun in 1917, when he was employed as a clerk by the Illinois Central, where he remained until 1921. After brief periods as office manager of a Chicago hardware manufacturing plant (1921-1922), and as secretary to the Pennsylvania's district passenger agent at Chicago (1922-1923), Mr. Tuohy became a salesman for the Radio Coal Company of Chicago, beginning in that way what was to be a 20-year connection with the coal industry.

From 1924 to 1930 he was employed in the coal department of the Wisconsin Lime & Cement Co. at Chicago, first as salesman and subsequently (1926-1930) as department manager. In 1930 he became manager of wholesale sales for the Consumers Company and also vice-president of the Shippers Fuel Corporation, a subsidiary of Consumers, holding these positions until 1939. In that year he became president of the Globe Coal Company, which was the position he was occupying in January, 1943, when he joined the Chesapeake & Ohio as vice-president in charge of coal traffic and development, with headquarters at Cleveland. From July 1 to October 31, 1943, he served on loan from the C. & O. as associate deputy coal mines administrator, Department of the Interior, during the period of government possession of the mines.

On July 20 of this year Mr. Tuohy was promoted to first vice-president of the C. & O., and also elected a member of its board of directors. He was given at that time full authority over operations of the company during any temporary absence of its president, Mr. Bowman.

While Mr. Tuohy was its coal vice-president, C. & O. coal tonnage increased from 73,372,424 tons carried in 1942 to 92,738,921 tons in 1947. New alltime loading records were set and 91 new mines were opened. Speaking of this traffic to C. & O. stockholders, Mr. Tuohy recently said in part:

> We have recently witnessed changes in the coal market, with a decline in export tonnage and a softening of prices on lower grades of coal. These changes have put many strip and wagon mines out of business, but the market for quality coals, well prepared, is on a firm foundation. . . . Coal operators on the C. & O. have faith in the future of quality coals and have made, or are making, large expenditures for new mines and equipment. . . . These are the mines of the future.
>
> To enable the Chesapeake & Ohio to handle its expanded coal production economically and efficiently, new yard and terminal facilities are being constructed at a cost of $20 million. Among these is the new coal loading pier with supporting facilities at Newport News, Va., which will replace an obsolete type of coal loading pier over 35 years old, with consequent savings in operation; enlargement of the coal receiving and classification yard at Russell, Ky., to provide capacity for peak movements and expedite the movement of westbound coal, which will also bring about substantial savings; enlargements are also being made of the assembly yard at Shelby, Ky., and the classification yard at Toledo, Ohio.

Robert Jay Bowman

Mr. Bowman was born at Fostoria, Ohio, on April 15, 1891. Following a high school education he entered railroad service in 1907 with the New York, Chicago & St. Louis as a freight clerk at Mortimer, Ohio, serving in that capacity until 1910. From that year until 1914 he served the same road as agent, operator and relief agent, and from 1914 to 1918 worked in the offices of the dispatcher and superintendent at Fort Wayne, Ind. For the next two years he was chief clerk to the superintendent of freight transportation and chief clerk in the office of the general superintendent, and from 1920 to 1927 was chief clerk to the president. After 20 years with the Nickel Plate he went with the Erie in 1927 as assistant to the president, with headquarters at New York; in the following year he became assistant vice-president of that company, with the same headquarters.

In 1929 Mr. Bowman became vice-president in charge of operation and maintenance of the Pere Marquette at Detroit, Mich., remaining in that position until his election as president of the Pere Marquette on December 16, 1942. On April 23, 1946, he became also president of the Chesapeake & Ohio, which now includes the former Pere Marquette. He is a director of various railway and transportation lines, and of the National Bank of Detroit.

"Within recent years the Chesapeake & Ohio Railway has been undergoing change: evolving, developing, streamlining.

"In 1946, a merger was effected with the Pere Marquette Railway which serves the rich industrial area environing Chicago and Detroit. This step tended toward a diversification program that has proved beneficial and fruitful.

"But the secure and prosperous future of the C. & O. still rests upon two solid assets. The first and more important of these is the high caliber and the cooperation and faith of its 43,000 employees — if you will, their *esprit de corps.* Without that vital factor, no other asset would hold any value.

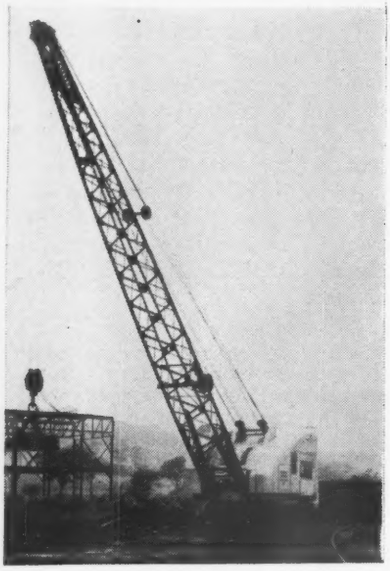
"The second guarantee upon which the C. & O.'s future rests lies in the 6,200 square miles of land covering parts of southern West Virginia and eastern Kentucky, the coal fields tributary to the Chesapeake & Ohio, which provided in 1947 nearly 70 per cent of its traffic volume.

"Coal reserves in these fields are estimated at more than nine billion tons, of which the present mineable tonnage is more than five billion — enough to provide a century of continuous production at the high annual rate achieved during the past decade. Additionally, there are nearly four billion tons which will be opened to mining with the development of improved methods.

"The C. & O. faces the future with many problems which we all recognize as inherent in greatness. Its prosperity rests upon a solid background. Its future is based on a program of friendly cooperation, of a progressive approach to the problems of railroad transportation and confidence in this industry to maintain its leadership for the economy of peacetime and as a bulwark of the national defense."

— Walter J. Tuohy, president, Chesapeake & Ohio, in an exclusive statement to Railway Age.

NEW AND IMPROVED PRODUCTS OF THE MANUFACTUERS



The new Ohio locomotive crane

LOCOMOTIVE CRANE

The Ohio Locomotive Crane Company, Bucyrus, Ohio, is introducing a new locomotive crane featuring simplified design, improved materials and complete air control of all crane operations. The machinery of the new unit is direct gear-driven through a three-speed selective-type transmission. The crane is available with Diesel, gasoline or electric power units.

The four main power shafts above the deck are located close to the floor level, thus, it is said, insuring a low center of gravity for stability. The boom hoist shaft is located below the deck, bringing the upward thrust of the hoist, when under load, against the machine base. As a result, it is said, unusual strength is obtained in withstanding the weight of the boom and load. Features of the crane designed to reduce vibration and maintenance costs are permanent alinement of related mechanisms and fewer moving and wearing parts.

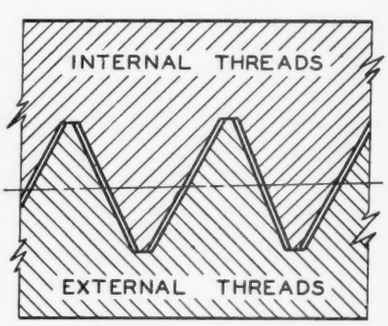
The machinery base, side housings, center castings, and rack and roller path are all cast together of open-hearth cast steel to form a single unit. Characteristics of the new crane designed for the comfort of the operator include a new seat construction, hand and foot controls within easy reach and designed for easy operation, and full vision.

The clutches of the crane are of the Fawick type. Each of these clutches is engaged, with any degree of grip desired, by a rubber and fabric-covered gland expanded by compressed air, and disengaged by releasing the air.

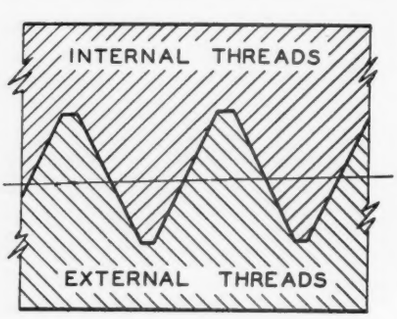
DRYSEAL PIPE THREADS

Designed to stop leakage of pipe threads on plugs used in automotive type equipment, without the use of sealer compounds, is the Dryseal thread, produced by U. S. Plug & Fitting Co., 305 Frederick Bldg., Cleveland 15, Ohio. The seal is accomplished by metal to metal contact which is produced by a truncation of the major diameter (root) of the internal thread and a truncation of the minor diameter (root) of the external thread. A number of automobile manufacturers are reported as users of this product.

Dryseal threaded pipe plugs are interchangeable with present standard Briggs type pipe thread. Plugs machined for dryseal can be used in regular female threads.



The mating parts assembled, approximately at the hand-tight engagement. The crest and roots of the respective parts have joined, but sides are not quite contacting



After wrench tightening the sides of the thread form have made full contact

LIGHTWEIGHT WELDING HELMET

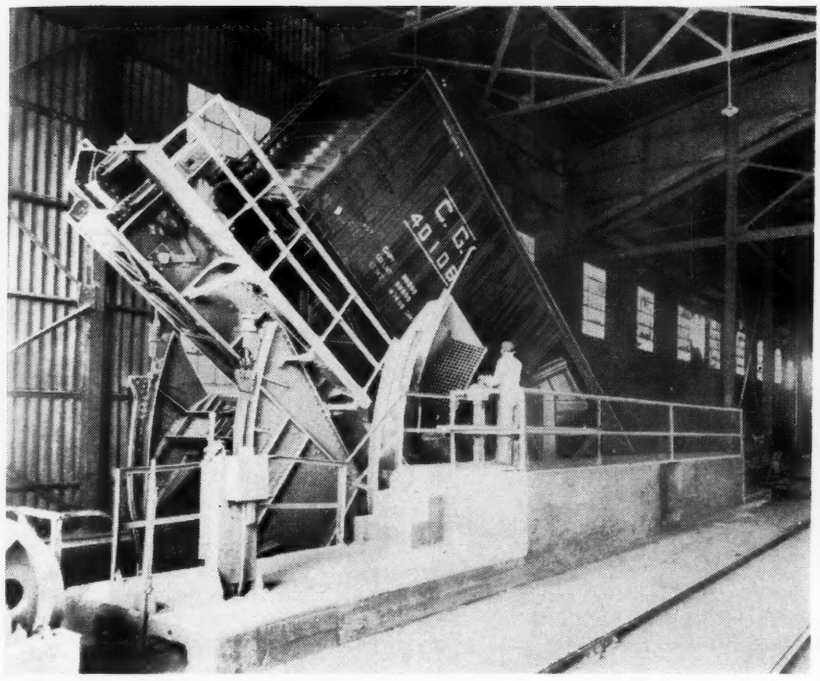
Willson Products, Inc., Reading, Pa., has announced a new welding helmet weighing only 19 ounces. It is made in one piece of vulcanized fibre, riveted at the overlapping seams. When in place for welding the helmet extends below and under the chin as well as over the ears for protection from flying sparks and hot metal.

The helmet is said to be well balanced and easily swung off the face for quick inspection of work. A spring action at the hinge keeps the helmet in a raised position when not in use. Comfort features include an adjustable headgear which can be readily fitted to head size by a screw clamp, and a replaceable leather sweatband for absorbing perspiration.



A welder working with the new Willson lightweight welding helmet

The new helmet contains the protective features of the Willson-Weld lens —a special formula lens which is said to exceed the United States Federal specifications for optical quality and protection. Willson-Weld glass is available in 12 different shades to meet the requirements of various jobs. The welding glass is protected from pitting by a clear glass cover. Both lenses are said to be easy to remove and insert.



Grain car unloader in action, with tipping from both horizontal and vertical shown

GRAIN CAR UNLOADER

A grain car unloader, reportedly capable of unloading box cars in 4½ minutes, exclusive of spotting time, is a product of the Link-Belt Company, 307 N. Michigan Ave., Chicago 1. This device consists of (1) a structural steel cradle, so mounted on rollers at four points as to permit endwise tipping to 40 deg. from the horizontal in either direction; and (2) a car-supporting platform pivotally mounted to permit sidewise tipping to an angle of 15 deg. toward unloading side. A number of tippings and the use of a baffle plate that is part of the equipment make possible the unloading time mentioned above.

Link-Belt has put out an 8-page illustrated folder, No. 2294, describing the operation of the unloader, which may be obtained by writing to the manufacturer at 300 W. Pershing Road, Chicago 9.

PASSENGER CAR INTERIOR PANELING

Met-L-Wood, made by bonding layers of metal to wood, combines strength and light weight with heat transmission characteristics desirable for panel heating systems of the type developed by the Vapor Heating Corporation. (See *Railway Age*, July 26, 1947, page 86.) The wood center portion of the Met-L-Wood has an insulating value such that it prevents excessive heat transmission at the bottom of the panel which is the beginning of the warm air path. When used in a thickness of 3/16 in., the heat transmission characteristics of Met-L-Wood are reported to be of a value that permit a relatively uniform temperature to be maintained on all parts of the wainscot and pier-panel surfaces. The insulating value of the wooden core serves also to prevent cold areas along the furring strips.

Met-L-Wood is made in widths to suit the pier panel or the wainscot panel of the car to which it is to be applied, and in lengths up to 12 ft. The individual sections are screwed in place, and adjoining surfaces are butt-joined together. The wainscot panels are furnished with exterior surfaces of either stainless steel or rigidized metal, the pier panels of stainless steel or aluminum. Met-L-Wood is a product of the Met-L-Wood Corporation, 6755 West Sixty-fifth street, Chicago 38.

BANTAM-SIZE MOBILE CRANE

A bantam-size mobile swing crane has recently been announced by the Silent Hoist & Crane Co., 841-877 63rd St., Brooklyn 20, N. Y. This model AJ Krane Kar has a rated capacity of 3,000 lb. at 4½ ft. from the front axle. The turning radius is given as 11 ft. Other features of this crane, combined with its turning radius, are designed to fit it for work in close quarters. Thus its width is 51 in., height 82 in. and wheel base 69 in.

The engine of this crane is a Continental Model F4162 which develops 42 hp. at 2,000 r.p.m. and 23 hp. at 1,000 r.p.m. For traveling and for all crane operations there are 4 speeds forward and the same number in reverse.

The boom of this crane swings through an arc of 250 deg., right or left, and reportedly will travel this arc in 4-25 seconds. In raising or lowering the boom, the manufacturer reports speeds of 18-115 f.p.m., depending upon which of the four speeds is desired.

Net weight of the whole unit is placed at 10,500 lb., while maximum drawbar pull is said to be 3,000 lb.



GENERAL NEWS

New Revamp Plan Proposed for M.P.

Lets preferred holders in, but still finds no value in common

Missouri Pacific preferred stockholders, whose holdings were previously found valueless, would participate in reorganization of that property under a modified reorganization plan recommended to the Interstate Commerce Commission in a proposed report by Examiner R. H. Jewell. The examiner, however, would have the commission adhere to its previous finding that there is no value in the M. P. common stock, of which the Alleghany Corporation holds 499,200 of 828,395 shares outstanding.

The recommended modifications would apply to the commission's 1944 plan, which was a modification of a plan promulgated in 1940. Under Examiner Jewell's present proposals, the effective date of the plan would be January 1, 1948, instead of January 1, 1943, and the capitalization would be increased from $559,889,000 to $608,942,416.

The proceeding is Finance Docket No. 9916 and the Jewell report is based on further hearing held after the courts last year remanded the 1944 plan to the commission for reconsideration in the light of changed conditions since it was approved. In this connection, the report notes that total claims against the M. P. outstanding on January 1, but including unpaid interest thereon only to January 1, 1943, have been reduced by $67,239,456 from claims actually outstanding on January 1, 1943, including interest then unpaid to that date.

If unpaid interest accruing between January 1, 1943, and January 1, 1948, is included as of the latter date to show the total of claims actually outstanding on January 1, the report adds, the reduction in total claims from the actual total of January 1, 1943, is $45,463,961. "This reduction was made possible by the accumulation of large amounts of cash in the hands of the debtor's trustee resulting principally from wartime earnings," the examiner said, adding that, as of February 29, system cash and cash equivalents in the hands of the trustee amounted to $83,709,165—$65,664,333 was the cash balance of the M. P., $9,556,326 that of its subsidiary debtor, the New Orleans, Texas & Mexico and $8,488,506 that of the International-Great Northern, another subsidiary debtor.

The commission, Examiner Jewell said, should affirm its previous finding that the plan approved by it should comprise a system reorganization of all three principal debtors. At the same time, he said that if the commission should agree with suggestions of record that the N. O. T. & M. is solvent and in no need of reorganization, it could omit that debtor from any plan it might approve. "It is a matter for the court," he added, "to determine upon petitions filed whether an order should be entered dismissing the bankruptcy proceeings as to the New Orleans."

Recommended New Capitalization

The table shows the recommended new capitalization and annual charges compared with those of the plan approved by the commission in 1944.

CAPITALIZATION

	Recommended Modified Plan	1944 Plan
Fixed-interest debt:		
Equipment obligations (undisturbed)	$ 21,174,664	$ 15,755,000
Collateral-trust notes	40,615,900	10,352,000
First-mortgage bonds	166,838,127	166,809,000
Contingent-interest debt		
General mortgage bonds	171,055,162	159,175,000
Stock		
Preferred stock	98,758,560	57,717,000
Common stock	110,500,003	150,081,000
Total Capitalization	608,942,416	559,889,000

ANNUAL CHARGES

Fixed interest	8,721,654	7,271,990
Contingent Charges		
Capital expenditures fund	....	....
First-mortgage sinking fund	518,635	417,023
Contingent interest	7,697,483	7,355,372
General-mortgage sinking funds	855,275	795,876
Total contingent charges	9,071,393	8,568,271
Total fixed & contingent charges	17,793,047	15,840,261
Dividends on preferred stock	4,937,928	2,885,841
Total annual charges prior to common stock dividends	22,730,975	18,726,102

The recommended $608,942,416 capitalization does not include such general-mortgage bonds and stock as may be issued in satisfaction of general unsecured claims of the M. P. and N. O. T. & M. In addition to the recommended $21,174,664 of equipment obligations, the fixed-interest debt would include $207,454,027 of first mortgage 4 per cent bonds, including $40,615,900 of 20-year series A, $83,419,063.50 of 35-year series B and a like amount of 50-year series C. In this respect, the examiner said that the issuance of $40,615,900 of collateral-trust notes is in the discretion of the reorganization managers. If they consider that the series A bonds will be saleable at their principal amount at the date of consummation of the plan, he said, such bonds may be issued instead of the collateral-trust notes. The contingent-interest debt, meanwhile, would consist of $171,055,162 of general mortgage 4½ per cent income bonds, of which $144,400,062 would be designated series A and the remainder series B.

Also omitted from the statements of capitalization both under the 1944 plan and the recommended modified plan are bonds secured by the mortgage on the Plaza-Olive Building in St. Louis, Mo., which will be left undisturbed. Under both plans, the examiner said, all income and expenses of the property subject to that mortgage would, so long as any of the bonds are outstanding, be excluded from consideration in determining available net income of the reorganized company. The interest on the same bonds also is omitted from the annual charges statement.

The annual charges statement also includes a notation by the examiner to the effect that the annual payment into the capital expenditures fund, for which no amount was given, would equal 2½ per cent of gross operating revenues, less credits for depreciation charges. The amount, if any, payable into the fund in any year would depend upon the extent to which this charge and credit would offset each other.

The M. P.'s capitalization, under the proposed plan, also would include $98,758,560 of 5 per cent preferred stock, par value $100 per share, and $110,500,003 of common stock, of which $80,418,532 would be designated Class A and the remainder Class B. A dividend of $5 would be payable on Class A stock before any dividend was payable on Class B stock.

Proposed Distribution Schedule

In addition to recommending that the commission find the outstanding common stock to be of no value and that such stockholders should not participate in the reorganization, the examiner also favors elimination of provisions for stock-purchase warrants and a voting trust. All system creditors would, under the proposed modifications, receive cash and/or new securities of the reorganized company equal to the principal of their claims and unpaid interest thereon to January 1, except holders of I.-G. N. adjustment bonds who would receive new securities equal to 110 per cent of the principal amount of their claim and general unsecured creditors of the I.-G. N., not entitled to prefer-

ence, who would not participate in the reorganization.

Meanwhile, there would be distributed among senior creditors $41,097,979 in cash in part satisfaction of their claims and no options of cash or new securities would be offered as in the 1944 plan. The major part of the cash ($35,453,866) would be allotted to M. P. first and refunding mortgage bondholders. The examiner's recommendations also call for distribution of further amounts of cash, if the court should so order, prior to consummation of the plan.

The distribution of cash and new securities, as recommended by the examiner, would be as follows:

Holders of M.P. first and refunding bonds of the respective outstanding series would receive for each $1,000 bond and unpaid interest thereon to January 1 approximately the following:

		First mortgage bonds	
	Cash	Series B	Series C
Series A	$158.25	$361.00	$361.00
Series F	156.58	360.00	360.00
Series G	163.24	363.00	363.00
Series H	164.91	364.50	364.50
Series I	158.25	361.00	361.00

General-mortgage bonds
Series A
$515.58
515.09
519.09
518.59
515.58

Holders of M.P. secured serial 5¼ per cent gold bonds would receive for each $1,000 bond and unpaid interest as of January 1, approximately $820 of new series A general mortgage bonds, $800 of new series B general mortgage bonds and $171.87 of new preferred stock.

Holders of M.P. general mortgage 4 per cent bonds would receive for each $1,000 bond and unpaid interest as of January 1, approximately $1,593.33 par value of new preferred stock.

Holders of M.P. convertible 5½ per cent bonds would receive for each $1,000 bond and unpaid interest as of January 1, approximately $200 in new preferred stock and $1,-634.16 in new class A common stock, $100 per share. These bondholders, the report noted, have only an unsecured claim.

Holders of M.P. preferred stock — outstanding in the par amount of $70,190,100 upon which as of January 1, $92,981,130 of accumulated dividends were unpaid — would receive for each seven shares of preferred stock held as of that date three shares of new class B common stock. This will amount to about $428.57 of new class B common stock at $100 per share for each $1,000, par value, of preferred stock, and will represent about $30,000,000 of the proposed modified capitalization.

Holders of N.O. T. & M. first mortgage bonds would receive their unpaid interest accrued to January 1 in cash and their principal in equal principal amounts of either new series A 20-year 4 per cent first mortgage bonds or collateral trust notes secured by not more than 125 per cent of the series A bonds, while holders of N.O. T. & M. stock would receive equal amounts of new series A and B general mortgage bonds of a total principal amount equal to 150 per cent of the par value of their present stock.

Holders of I.-G.N. first mortgage bonds would receive for each $1,000 bond and unpaid interest thereon to January 1, approximately the following in cash and new securities:

		First mortgage bonds	
	Cash	Series B	Series C
Series A	$180	$64.50	$64.50
Series B	150	60.00	60.00
Series C	150	60.00	60.00

General-mortgage bonds	
Series A	Series B
$600.00	$601.00
577.00	578.00
577.00	578.00

Holders of I.-G.N. adjustment mortgage 6 per cent bonds, junior to the first mortgage bonds, would receive for each $1,000 bond and unpaid interest thereon as of January 1, approximately $660, par amount, of new preferred stock and $440 of new Class A common stock.

Holders of general unsecured claims against any of the debtors (other than the N.O. T. & M. and its subsidiairies and the I.-G.N.), which are not entitled to perference, would receive for each $1,000 claim, including principal and unpaid interest to January 1, approximately 10 per cent of their total claims in new preferred stock and remainder in new common Class A stock.

Holders of general unsecured claims against the N.O. T. & M. and its subsidiaries (other than the I.-G.N.), not entitled to preference, would receive for each $1,000 of claim, including principal and unpaid interest to January 1, $1,000 principal amount of new general mortgage series A bonds.

Holders of Cairo & Thebes first mortgage 4 per cent bonds would receive for each $1,000 bond and unpaid interest as of January 1, 1948, approximately $100 cash, $360 of first mortgage series B bonds, $360 of first mortgage series C bonds and $313.33 of series A general mortgage bonds.

Holders of Central Branch Union Pacific first mortgage 4 per cent bonds would receive for each bond and unpaid interest thereon to January 1, approximately $61 in cash, $316 of first mortgage series B bonds, $316 of first mortgage series C bonds and $630.33 of general mortgage series A bonds.

Holders of Boonville, St. Louis & Southern first mortgage 5 per cent bonds would receive for each $1,000 bond and unpaid interest thereon to January 1, approximately $50 in cash, $400 of first mortgage series B bonds, $400 of first mortgage series C bonds and $795.83 of general mortgage A bonds.

Trustee of the mortgage securing Little Rock & Hot Springs Western first mortgage 4 per cent bonds would receive for each $1,000 bond and unpaid interest thereon to January 1, 1948, approximately $150 of first mortgage series B bonds, $150 of first mortgage series C bonds and $1,220 of general mortgage series A bonds, in consideration for release by the mortgage trustee of that part of the L.R. & H.S.W. line from Benton, Ark., to Hot Springs, and release of the reorganized company from any obligations in connection with the mortgage.



In recognition of his 42 years in the postal service, the Direct Mail Advertising Association, at its recent annual conference in Philadelphia, Pa., presented to Nelson B. Wentzel, deputy third assistant postmaster general (right), a bronze plaque "in appreciation for his long service in the best interests of American business and direct mail advertising." The presentation was made by Edward N. Mayer, Jr., former president of the association

Under the proposed modified plan, the number of reorganization managers would remain five, of whom two would be designated jointly by the group of institutional investors holding M. P. first and refunding mortgage bonds and the corporate trustee under that mortgage, one by the trustee of the I.-G. N. first mortgage, one jointly by the committee for N. O. T. & M. first mortgage bonds and by the trustee under the indenture securing M. P. secured serial 5¼ per cent bonds (secured by over 80 per cent of N. O. T. & M. stock), and one jointly by the trustee under the indenture securing M. P. convertible 5½ per cent bonds.

Fifteen Directors

The first board of directors of the reorganized company, meanwhile, would consist of 15 members, designated as follows: four jointly by the group of institutional investors holding M. P. first and refunding mortgage bonds and the corporate trustee under that mortgage, of whom three must be residents of territory served by the M. P.; two by the committee for N. O. T. & M. first mortgage bonds, of whom one must be a resident of the territory served by that road; two by the trustee of the I.-G. N. first mortgage bonds, of whom one must be a resident of the territory served by that road; two by the trustee of the M. P. general mortgage bonds, of whom one must be a resident of the territory served by the M. P.; one by the trustee of the M. P. secured serial 5¼ per cent bonds; two jointly by the trustee of the M. P. convertible 5½ per cent bonds and the trustee of the I.-G. N. adjustment mortgage bonds; and one by the debtor, said director to be a resident of the territory served by the M. P. system. The fifteenth member, the examiner holds, should be the president of the reorganized company.

Five members of this first board

would serve for one year, five for two years and five for three years. All members elected upon expiration of the term for which members of the first board are chosen would be elected for three years. The reorganization managers would determine, subject to court approval, the classification of the first board.

The report observes that the carriers' trustee estimates that the M. P.'s net revenue from railway operations in 1948 will total $45,235,000, with income available for payment of interest amounting to $23,908,000. Comparable figures for the N. O. T. & M. are $14,630,000 and $7,137,000, and for the I.-G. N., $5,738,000 and $2,660,000. The examiner, however, recommends that the commission find that a "reasonable future normal year's" earnings available for interest after federal income taxes, will, so far as can be determined, approximate $19,000,000 for the M. P., $4,700,000 for the N. O. T. & M., $1,750,000 for the I.-G. N., and $25,450,000 for the entire system.

"The record indicates," Examiner Jewell observed in part, "that the average annual volume of traffic and gross operating revenues of the debtors in the future will be larger than the average for the five years or 10 years immediately preceding the war. However, in that event the cost of labor and materials will also be on a higher level. So far as recent experience indicates, these costs have represented a considerably greater proportionate increase than have the revenues. The resulting earnings available for interest have not been commensurate with the increased traffic volume. In the event of a business depression . . . both operating revenues and costs will doubtless suffer a serious decline but past experience has shown that the traffic volume and revenues will decrease in a greater degree proportionally than will expenses."

9 Months' Net Income Totaled $502,000,000

Net railway operating income for the same period was $742,747,814

Class I railroads in the first nine months of 1948 had an estimated net income, after interest and rentals, of $502,000,000, as compared with $317,000,000 in the corresponding period of 1947, according to the Bureau of Railway Economics of the Association of American Railroads. The nine-months' net railway operating income, before interest and rentals, was $742,747,814, as compared with $559,853,249.

Estimated results for September showed a net income of $82,000,000, as compared with $20,700,000 for September, 1947, while the net railway operating income for the 1948 month was $110,848,571, as compared with $48,314,731 for September, 1947. In the 12 months ended with September, the rate of return averaged 4.22 per cent, as compared with 3.6 per cent for the 12 months ended with September, 1947.

The A. A. R. statement said that both the net railway operating income and net income of the railroads were "sharply reduced" in September, 1947, as a result of general increases in wages which became effective in that month. At the same time, it noted that the freight rate increases authorized by the Interstate Commerce Commission in Ex Parte 166 were not "fully effective" for "an entire month" until September of this year.

Gross in the nine months amounted to $7,161,575,633, compared with $6,331,640,650 in the same period of 1947, an increase of 13.1 per cent. Operating expenses amounted to $5,533,431,411, compared with $4,960,107,005, an increase of 11.6 per cent. Twenty-three Class I roads failed to earn interest and rentals in the nine months, of which nine were in the Eastern district, four in the Southern region and 10 in the Western district.

September Net Higher in East

Class I roads in the Eastern district in the nine months had an estimated net income of $189,000,000, compared with a net income of $103,000,000 in the same period of 1947. For September, their estimated net income was $35,000,000, compared with a deficit of $200,000 in September, 1947.

The same roads in the nine months had a net railway operating income of $318,665,246, compared with $225,056,377 in the same period of 1947. Their net railway operating income in September amounted to $49,697,767, compared with $13,928,095 in September, 1947.

Gross in the Eastern district in the nine months totaled $3,269,840,644, an increase of 12.8 per cent compared with the same period of 1947, while operating expenses totaled $2,583,509,780, an increase of 10.8 per cent.

South's Net Also Up

Class I roads in the Southern region in the nine months had an estimated net income of $70,000,000, compared with a net income of $39,000,000 in the same period of 1947. For September, they had an estimated net income of $7,000,000, compared with a deficit of $100,000 in September, 1947.

The same roads in the nine months had a net railway operating income of $104,706,217, compared with $72,707,082 in the same period of 1947. Their net railway operating income in September amounted to $11,096,236, compared with $4,272,768 in September, 1947.

Gross in the Southern region in the nine months totaled $984,212,583, an increase of 12.4 per cent compared with the same period of 1947, while operating expenses totaled $764,320,431, an increase of 9.4 per cent.

TRAINMEN BACK FOR MORE

The Brothehrhood of Railroad Trainmen will serve demands on the railroads for 15 days' vacation with pay, time and one-half for Sunday and holiday work, and reimbursement for on-the-job expenses while away from home, according to the "Trainman News," weekly brotherhood publication.

The three-point program for changes in their agreements was adopted by the general chairmen's association in session at Burlington, Vt., during the week of October 24.

Improvement in the West

Class I roads in the Western district in the nine months had an estimated net income of $243,000,000, compared with $175,000,000 in the same period of 1947. For September, they had an estimated net income of $40,000,000, compared with a net income of $21,000,000 in September, 1947.

The same roads in the nine months had a net railway operating income of $319,376,351, compared with $262,089,790 in the same period of 1947. Their net railway operating income in September amounted to $50,054,568, compared with $30,113,868 in September, 1947.

Gross in the Western district in the nine months totaled $2,907,522,406, an increase of 13.7 per cent compared with the same period of 1947, while operating expenses totaled $2,185,601,200, an increase of 13.3 per cent.

CLASS I RAILROADS—UNITED STATES

Month of September	1948	1947
Total operating revenues	$844,773,591	$727,086,538
Total operating expenses	620,993,418	588,760,243
Operating ratio—per cent	73.51	80.98
Taxes	98,413,503	75,954,819
Net railway operating income (Earnings before charges)	110,848,571	48,314,731
Net income, after charges (estimated)	82,000,000	20,700,000
Nine Months Ended September 30, 1948		
Total operating revenues	$7,161,575,633	$6,331,640,650
Total operating expenses	5,533,431,411	4,960,107,005
Operating ratio—per cent	77.27	78.34
Taxes	755,842,189	687,122,556
Net railway operating income (Earnings before charges)	742,747,814	559,853,249
Net income, after charges (estimated)	502,000,000	317,000,000

Traffic-Transportation Society To Hold Membership Exams Soon

The first examinations ever given for certificated membership in the American Society of Traffic and Transportation will be held on December 8, 9 and 10, the society has announced. Applications must be sent not later than November 15 to the society's registrar, E. H. Breisacher, P. O. Box 2128, Middle City Station, Philadelphia 3, Pa.

The society proposes, by means of

examinations, to build up a large roster of men and women qualified to handle traffic matters "efficiently and intelligently." Tests will be held on four subjects: (1) transportation economics or business; (2) principles of traffic management; (3) general business, including principles of economics or economic theory, marketing, government, geography, finance and banking; and (4) elements of interstate commerce law and regulation. In addition, the applicant must prepare a paper on a transportation subject.

The board of examiners has selected the following cities for examinations: New York, Chicago, Philadelphia, Los Angeles, Cal., Pittsburgh, Pa., Rochester, N. Y., Kansas City, Mo., Washington, D. C., Indianapolis, Ind., Cincinnati, Ohio, Knoxville, Tenn., Austin, Tex., Wilmington, Del., and Toronto, Ont. Additional examination centers will be set up in areas where the number of applicants justifies, it was stated.

The society's board of examiners consists of Dr. Sidney L. Miller, professor of transportation, University of Pittsburgh; Dr. John L. Frederick, professor of transportation and marketing, University of Maryland; Dr. Leslie A. Bryan, professor of transportation and director of the institute of aeronautics, University of Illinois; and Mr. Breisacher, registrar. Dr. G. Lloyd Wilson, professor of transportation and public utilities, University of Pennsylvania, and director of education for the society, is a member ex-officio.

Sawyer Appoints Advisory Group To Develop International Travel

Secretary of Commerce Sawyer has appointed a Travel Advisory Committee to "aid in the development of international travel with special emphasis on the joint travel program of the Department of Commerce and the Economic Cooperation Administration."

The committee's membership includes no railroad man, but the Commerce Department announcement said that the members will serve "as individuals . . . rather than as representatives of particular business concerns or trade associations."

Two Railroads Fined

The Interstate Commerce Commission has been advised that the Erie pleaded guilty in the federal district court in New York on October 6 to a two-count information charging it with having violated section 1 of the Elkins Act. The road was fined $2,000.

The commission's notice said the informations charged the Erie with having granted concessions to the R.T.C. Terminal Corporation of New York by failing to collect storage charges due on carload freight stored on piers of the defendant.

The Interstate Commerce Commission has been advised that the Baltimore & Ohio entered a plea of *nolo contendere* in the municipal court for the District of Columbia on October 12 to a two-count information charging it with having violated section 1 of the Elkins Act. The road was fined $2,000.

The commission's notice said the informations charged the B. & O. with having failed to send to a consignee constructive placement notices as required by the road's demurrage tariff on file with the commission.

Conn Calls for New Transport Policy, Modern Regulation

Calling upon Congress to adopt a system of federal regulation which will keep pace with the needs of commerce and the national defense, Donald D. Conn, executive vice-president of the Transportation Association of America, submitted the annual report of that organization to members of the Allegheny region at Pittsburgh, Pa., in a recent meeting.

"Leaders of enterprise must not be lulled into false security in the belief that the transportation problem will solve itself. It is their business, no one else's," declared Mr. Conn.

"The solution to the common-carrier problem is the very key to the economic solidarity of this country and to its national defense," Mr. Conn added. "The economic dislocations within this industry invite government ownership. There are over 100 major issues of the problem. All can be solved by a combined effort of the leaders of the enterprise system who are willing to subordinate self-interest to national public welfare. Answers must be expressed through a new national transportation policy and a modern system of federal regulation.

"Up to now Congress has followed its age-old approach to this problem—attempting to regulate and promote transportation under 'horse and buggy' laws. There is conflicting regulation. There is no coordination either as to policies or practices between regulatory bodies. There has been no effort as yet to deal with transportation as a whole—and as a service to the public. A whole myriad of governmental agencies are dipping into the federal treasury promoting their pet forms of transportation. There is no clearing-house or supervision. . . .

"Adding to the confusion, there is no relationship between federal policies and procedures dealing with cost of transportation on the one hand, price on the other. . . ."

Mr. Conn outlined the Association's National Cooperative Project among shippers, investors, and the different forms of transport to assist the House Committee on Interstate Commerce. "The Association," said Mr. Conn, "has established the national organization to resolve the issues of the transportation problem among shippers, investors, and different forms of transportation, and among leaders of labor, adopting the procedures of informal negotiation to harmonize conflicts among the different elements, based on



D.M.&I.R. RECEIVES 25-YEAR SAFETY AWARD — For having maintained the lowest employee accident rate among all Class I railroads during the past 25 years, the Duluth, Missabe & Iron Range was presented an "Award of Honor" by the National Safety Council on October 12. Ned H. Dearborn (left) presented the award to P. H. Van Hoven, president of the road, at a luncheon in Duluth, Minn., attended by approximately 250 D. M. & I. R. employees and 200 business men. In accepting the honor, Mr. Van Hoven asserted that "we have not yet reached perfection" and that unless "we continually strive for a perfect safety record, it is not likely that we shall attain even a good safety record"

a long period of economic and legal research. It proposes to draft a new national transportation act to be submitted to Congress in the spring of 1950."

Clark Succeeds Virden as Director Of Office of Industry Cooperation

Secretary of Commerce Charles Sawyer has announced the appointment of Earl W. Clark as director of the department's Office of Industry Cooperation. Mr. Clark has been serving as acting director since John C. Virden's resignation from that position on September 1.

The O.I.C. is the office which supervises the voluntary allocations program for steel, including that used for manufacture of new freight cars.

"Basing-Point" Decision Boosts Production, Consumer Costs

Higher production costs and higher prices in many important industries in the New York area already have resulted from the Cement Institute case and other decisions outlawing "multiple basing-point" or "delivered" prices, with small business and the consumer being hit hardest, the Commerce and Industry Association of New York has reported.

In a survey conducted by the association, it was found that decisions affecting pricing policies long in general use have created considerable confusion and given rise to conflicting interpretations which cast doubt on the legality of any form of "delivered" prices.

"Noteworthy," according to the association's report, "is the impression . . . that wherever delivered pricing has been the custom, a changeover by suppliers to 'f.o.b. mill' pricing would mean rising costs, resulting in higher prices at a time when prices are already too high; and the consuming public would become the principal sufferer from the effects felt by business."

Regional monopolies also are foreseen if delivered pricing is prohibited and the prohibition is carried to the extent to which some interpretations of the Cement Institute and related decisions indicate.

Another effect of mandatory f.o.b. pricing, it is indicated, would be that many manufacturing concerns would be forced out of business because of the high cost of procurement or would be compelled to move their plants as close as possible to their major sources of supply. Such a course, it was believed, would involve:

Loss of employment at manufacturer's original location.

Concentration of industry and population around points where raw materials are produced, to the exclusion of other localities.

Higher prices for commodities in all non-industrial-center areas, which means the greatest part of the country, because of increased haulage charges to reach such areas from point of production.

Numerous collateral questions, such as effects of economic dislocation upon auxiliary services; effects upon transportation systems as laid out upon present industrial location; effects on development of industry in rural areas remote from sources of supply; effects pertaining to national defense and industrial concentration, etc.

"All industries which rely upon metals to any appreciable extent," it was pointed out, "have generally experienced rising costs caused by changeovers from 'delivered' pricing to 'f.o.b. shipping point' pricing; they have for the most part been compelled to pass these increases on to their customers."

As a result of its survey, the association's board of directors has recorded itself as in favor of "legislation to clarify the confused pricing situation which has resulted from the recent . . . federal court decisions. . ."

Would Fix Non-First-Class Mail Pay at Par with Express Payments

Pressing forward with a plan to exercise what it asserts to be its legal right and duty to fix rates for the rail transportation of non-first-class mail at parity with express privilege payments received by the railroads from the Railway Express Agency, the Post Office Department has again asked the Interstate Commerce Commission to furnish information as to the express privilege payments by units of service comparable with mail-service units. The request and a supporting brief were filed on behalf of Postmaster General Donaldson by Arne C. Wiprud, former member of the Department of Justice's anti-trust staff, who is associate solicitor for the Post Office Department in the pending proceeding (Docket No. 9200) wherein the railroads are seeking increased mail pay.

It marks the department's third approach to the matter, the first having been a letter written July 17, 1947, to Commissioner Aitchison who was then chairman of the commission. Mr. Aitchison's reply of July 21, 1947, set out the total express privilege payments received by the Class I roads in 1946 and 1945, and the 1945 payments to Class II and Class III roads. This did not satisfy the department, so it filed a formal motion in the mail-pay proceeding for the information broken down by service units. The motion was denied by the commission last July, on grounds, among others, that a granting of the request would unduly broaden the issues in the proceeding, and that the information sought would not be of substantial value in disposing of the mail-pay petition.

The present third try is another formal pleading but it has been filed apart from the mail-pay case. Like the motion which the commission denied, it relies on that provision of the Railway Mail Pay Act of 1916 (now Section 557 of Title 39, U. S. Code), reading as follows:

"The Postmaster General shall, from time to time, request information from the Interstate Commerce Commission as to the revenue received by railroad companies from express companies for services rendered in the transportation of express matter, and may, in his discretion, arrange for the transportation of mail matter other than of the first class at rates not exceeding those ascertained and reported to him, and it shall be the duty of the railroad companies to carry such mail matter at such rates fixed by the Postmaster General."

The department's interpretation of the foregoing said it "should be emphasized" that the I. C. C.'s function thereunder "does not involve the prescription of rates." "Congress," the argument continued, "has vested in the Postmaster General discretion to determine whether discrimination against mail transportation is such as to require action by him under the section based upon the information ascertained and reported to him by the commission. The commission's investigatory function under this section is a preliminary step which must precede the exercise of discretion by the Postmaster General."

The information thus far furnished by the commission is regarded by the department as insufficient. "Gross revenues, unrelated to the service rendered," it said, "can by no stretch of the imagination be described as the 'rates' to be 'ascertained and reported' to the Postmaster General. However, revenues in terms of a unit of service common to mail and express will in combination constitute 'rates' for such service. The furnishing of such information will be in accord with the will of Congress; will comply with the letter and spirit of section 557; and will be a discharge of the commission's duty. Until such time as the commission shall perform its duty, the Postmaster General will be unable to discharge properly the functions of his office in the manner which Congress intended."

Other arguments in the statement included the assertion that section 557 is "plainly intended to protect the Post Office Department against discriminatory and prejudicial rates," in that it "clearly expresses a legislative policy that the railroads should receive no more revenue from the transportation of non-first-class mail matter than they receive from the transportation of express matter." Identifying the department as the "only shipper that pays the full car rate for the empty return movement of railroad cars," the statement went on to contend that under such conditions "any discrimination against the Post Office Department in rates for comparable services is intensified."

"To the extent that rates are not equalized, as provided in section 557," it added, "the railroads are encouraged to operate empty cars on a large scale and discouraged from using such cars for other traffic yielding them less revenue for loaded movements than they receive from the Post Office Department for such empty movements, and have in fact engaged regularly in such practices. No such practices are followed with respect to the Railway Express Agency . . . Such 'featherbedding' by railroad managements at the government's expense is contrary to the purposes of the Railway Mail Pay Act

of 1916. . . . To the extent that the Post Office Department is required to pay more for service than the railroads receive for like service in the transportation of express, there results a subsidy of the railroad industry neither contemplated nor authorized by the Railway Mail Pay Act."

Carr of Dearborn Chemical Honored by French Railways

For assisting in the "rapid reconstruction of the French railroads and thus aiding in the rehabilitation of France" following World War II, George Russell Carr, board chairman of the Dearborn Chemical Company at Chicago, was honored at a dinner given recently in Paris by the Society of the National Railways of France. Mr. Carr was nominated a Chevalier of the Legion of Honor, the title being conferred by M. L. Armand, director general of the railway society, on behalf of the president of the French Republic. Mr. Carr was also cited for the wartime cooperation he gave the French Railway Mission in Washington, D. C.

In addition to being board chairman of Dearborn, Mr. Carr is board chairman of the Locomotive Firebox Company, and a member of the board of governors of the Transportation Association of America.

Rejects Texas Appeal, Thus Ending Litigation on Rock Island Revamp

The United States Supreme Court, at its October 25 session, denied a petition wherein the state of Texas sought to have set aside lower-court decisions confirming the Chicago, Rock Island & Pacific reorganization plan, insofar as those decisions sanctioned merger into the reorganized company, a Delaware corporation, of the former Chicago, Rock Island & Gulf, which was a Texas corporation. The Rock Island's opposition brief in the case said that the petition was "the last remaining item of litigation" involving the road's reorganization proceedings, "which extended over a 15-year period and resulted in final approval by the Interstate Commerce Commission of a plan of reorganization on May 1, 1944, subsequent approval and confirmation of the plan by the courts, and its successful consummation early in 1948."

The consummation order was issued by the United States District Court for the Northern District of Illinois, Eastern Division, and affirmed by the Circuit Court of Appeals for the Seventh Circuit. Texas has a statute requiring railroads there to be owned and operated by Texas corporations; but section 77(f) of the Bankruptcy Act provides that a railroad reorganization plan approved by the commission and the courts shall be made effective, "the laws of any state . . . to the contrary notwithstanding." That provision goes on to stipulate that, upon confirmation of a plan, the I.C.C. shall "without further proceedings" grant authority for any transfer of property, consolidation or merger to the extent contemplated by the plan and "not inconsistent with the provisions and purposes of the Interstate Commerce Act." In its unsuccessful appeal, Texas relied mainly on the phrase last quoted, contending that the Texas law could not be overridden to carry out the Gulf-merger phase of the plan unless that merger were found justified after proceedings under the consolidation provisions (section 5) of the Interstate Commerce Act.

M. P. PUBLISHES TRAVEL BOOKLET FOR "TEXAS EAGLE" PASSENGERS

Interesting historical details of some 200 cities, towns and villages located along the route of the "Texas Eagles" are contained in a 64-page booklet recently published by the Missouri Pacific, to be issued to passengers who travel on the "Eagles" through Missouri, Arkansas and Texas. It is illustrated with more than a hundred cartoon-like sketches portraying the legendary and factual backgrounds of the origin and development of the communities through which the trains pass.

Orders New Rate Adjustment On Paper to and in Southwest

Disposing of what it called the "only remaining relic" of southwestern rate adjustments in effect on April 5, 1927, when its initial report in *Consolidated Southwestern Cases* was issued, the Interstate Commerce Commission, Division 2, has prescribed a new adjustment of carload rates on paper and paper articles from the southern part of Western Trunk-Line territory and from Official, Southern and Southwestern territories to points in the latter territory and southern Missouri, and from Southern and Southwestern territories to points in Kansas. The adjustment was prescribed after the commission found "unjust and unreasonable" the present rates and a new adjustment embodied in suspended railroad tariffs; but the same report approved the adjustment proposed by the carriers in carload rates on paper and paper articles from Wisconsin, upper Michigan and Minnesota to Arkansas, Louisiana, Oklahoma, Texas, southern Missouri and eastern New Mexico—"except where and to the extent that departures from the long-and-short-haul provision of section 4 would occur over direct routes."

The rates prescribed by the commission must be made effective on or before January 20, 1949. They will be percentages of the first-class scale "set out in appendix E to the report in *Eastern Class-Rate Investigation*, 164 I. C. C. 314-467, increased as authorized in 1938." The first-class rates to which the railroads' proposed schedules would have been related are those established pursuant to decisions in the southwestern revision, plus authorized increases. The commission-prescribed rates will range from 29 per cent of the related first-class scale on such articles as ground wood paper, newsprint, pulpboard and wallboard to 40 per cent on book or loose-leaf binders or covers, envelopes, lunch sets, and papeteries in packages. The carload minimum weights will range from 40,000 lb. to 24,000 lb. The report also grants the necessary fourth-section relief to permit maintenance of the new rates over circuitous routes, but circuity limitations are prescribed.

The commission decided to prescribe the revision when it became evident, as the report put it, from the "several attempts" made by the carriers, and the "great variety (27 in number) of different rate proposals made by the parties upon this record," that "a reasonable and otherwise lawful adjustment of these rates may be assured only upon appropriate action by us." The report added that the railroads and "many of the shippers" appearing in the proceedings "urge us to take such action, and the record is ample for the purpose."

Meanwhile, the commission had said that a readjustment of the rates involved was "plainly indicated" in the initial report in the *Consolidated Southwestern Cases* "as a requisite to meet the requirements of the Interstate Commerce Act." Previously the report had pointed out that while that 1927 decision did not embrace rates on paper and paper articles, it did contain a commission finding to the effect, as the present report put it, that rates on those commodities "should be made subject to the commodity basis applicable to the most nearly analogous article, or that an additional basis should be determined therefor, determined in the same manner as the bases therein prescribed." The report added that "more than 20 years have passed," but an adjustment "constructed in the manner suggested in the aforementioned report has not been made effective."

The title case was I. & S. Docket No. 5392, but the report embraced also three other I. & S. proceedings, two complaint cases, and seven fourth-section applications.

L. A. Christiansen Succeeds Megee As Head of O.D.T. Rail Department

L. A. Christiansen, assistant director of the Office of Defense Transportation's Railway Transport Department, has been appointed director, succeeding C. R. Megee, who has resigned to return to the Association of American Railroads as vice-chairman of its Car Service Division.

Mr. Christiansen joined the O.D.T. staff in April, 1942, as assistant eastern director of the railway department with headquarters in New York. He later

became eastern director and held that position until it was abolished June 1, 1946, when he was transferred to Washington, D. C., as assistant director.

In August, 1947, Mr. Christiansen left the O.D.T. to become special representative to the general manager of the Lehigh Valley. He was recalled to the O.D.T. in April, again serving as assistant director. Prior to his association with the O. D. T., Mr. Christiansen served six years with the A.A.R. He is a graduate of the Wharton School, University of Pennsylvania.

Mr. Megee came to the O.D.T. on loan from the A.A.R. on June 1, succeeding A. H. Gass, chairman of the A.A.R.'s C.S.D. He had been with the A.A.R. for 25 years in various capacities and had served as vice-chairman—freight of the association's C.S.D. before joining the O.D.T.

Kansas Intrastate Rates

The Interstate Commerce Commission has further set back from November 15 to November 30 the hearing date with respect to the investigation it has instituted into the refusal of the Corporation Commission of Kansas to authorize railroads operating within that state to apply intrastate freight rate increases in line with the increases in interstate rates authorized in Ex Parte 162 and Ex Parte 166. The hearing will be held at Topeka, Kan., before Examiner J. P. McGrath.

Non-Ops Testify Before Emergency Board at Chicago

"There is no reason that can be assigned why railroad employees should be regarded as second class," Lester P. Schoene, general counsel for the 16 non-operating railway labor organizations, told the fact-finding board which is hearing the case of the non-operating employees in their request for a shorter work week and higher wages. These employees, said Mr. Schoene in his opening statement in their behalf, should "participate in the same living standards that our society has produced for other workers." He declared that a minimum of 13 cents would be required to avoid increasing the disparity that already exists between the wages of the non-operating employees and those in outside industry. To provide this group of employees not merely the increase in take-home pay necessary to keep abreast of the cost of living, but to provide the normal increment in the standards of living, Mr. Schoene said, would require in excess of the 25-cent hourly increase they seek.

In defending his contention that a third-round increase is needed, Mr. Schoene stated that "When we say that so-called ability to pay is irrelevant, we, of course, do not mean that it doesn't matter whether the employer has the cash in the till with which to meet his wage bill. We do mean that these employees are entitled to a fair and equitable participation in American living and whatever consideration is required from the rest of the productive and distributive process to afford that participation must be provided." The organizations' counsel told the board that the use of premium pay "is a deliberate and conscious device to make it cost more money to the employer to do the work outside of the normal hours."

First witness for the brotherhoods was George E. Leighty, president of the Order of Railroad Telegraphers, who testified that average wage rates for the non-ops were 6.7 cents above the average of 25 industries studied by the National Industrial Conference Board in 1921, and 18.8 cents below the average of that group in December, 1947. Mr. Leighty expressed resentment of a carrier newspaper advertisement which appeared recently, declaring that it tended to prejudice the case in the minds of the public before the hearings started. "If we had been sitting on the other side of the table and putting ads in the papers, we would have said something like this, 'The railroad industry is one of the most important industries in the country. It requires high craft employees to operate the railroads properly and to furnish satisfactory service to the public. We have that class of employees now working for us, but we are in a competitive labor market. If we are to retain that high class of employees and induce desirable men and women to enter our service, we must offer these employees wages and working conditions comparable with those found in other basic industries.

" 'We believe our patrons are reasonable and fair-minded citizens and want our employees to be accorded such treatment. To bring this about may require a moderate increase in our freight and passenger rates, which thus far have been increased proportionately much less than other service and commodity prices. We are satisfied that our patrons will willingly pay such an increase to secure the services which the railroads are now giving and are constantly seeking to improve.' "

W. M. Homer, economist, Washington, D. C., and George Cucich, research director, Railway Employees Department, American Federation of Labor, testified, discussing the classification and relative importance of railways and outlining the changes which have occurred in the railroad wage structure over the past three decades. Fred N. Aten, president of the Railway Employees Department of the A. F. of L., T. C. Carroll, president of the Brotherhood of Maintenance of Way Employees, and George M. Harrison, president of the Brotherhood of Railway Clerks, covered the duties and working conditions of the employees represented by their respective groups.

The counsel for the organizations expressed fear that the introduction of the Diesel-electric locomotive would confront employees in the non-operating group with "acute and severe displacement of large bodies of their men" in the near future. He stated that none of the organizations would take stands in the way of industrial progress and increased productivity, but declared that "as a matter of economic and human necessity such devices as the adjustment of working hours, the reduction of working hours, must be utilized to mitigate the economic and human impact of those revolutionary changes in technology."

The unions told the board that adoption of the carriers' counter proposals "would wipe out virtually all protective rules that have been established in the industry throughout the course of collective bargaining history."

Mr. Schoene told the fact-finders that if they would "make recommendations which so resolve the issues of principle that the parties can agree upon them, we believe that you will have rendered an eminent public service that will lead to an amicable disposition of this dispute."

Guy W. Knight, counsel for the carriers, told the board that there is no precedent in outside industry for the type of work week which the employees are asking for, and that "this is not a bona fide demand for a reduced work week at all, but is, in fact, a demand for tremendous increases in pay" through three devices. The carriers estimate the cost of the brotherhoods' demands at more than one and one-half billion dollars.

The emergency board adjourned from October 30 until November 3 in order that those absent from their places of residence could return thereto for the election.

Buford Honored by A. S. C. E.

Charles H. Buford, president of the Chicago, Milwaukee, St. Paul & Pacific, was one of five men recently elected by the American Society of Civil Engineers to honorary membership, the society's highest award.

Coordinated Mechanical Associations Adopt Constitution

By official action of the six individual railroad mechanical associations which met in annual convention at Chicago in September, a joint constitution, or plan of organization, was adopted to cover the activities of the group as a whole. The name chosen was "Coordinated Railroad Mechanical Associations." The officers include a chairman, vice-chairman and secretary, elected by a coordinated executive committee comprising the president, first or senior vice-president and secretary of each member association.

The chairman and vice-chairman, who must be members of the A.A.R. Mechanical Division and actively engaged in railway service, will hold office for two years from date of elec-

tion. The present officers are J. E. Goodwin, executive assistant to the president, Chicago & North Western, chairman; J. M. Nicholson, assistant to vice-president, Atchison, Topeka & Santa Fe, vice-chairman, and C. F. Weil, American Brake Shoe Company, secretary. The six associations represented include the Air Brake Association; Car Department Officers' Association; Electrical Section, A. A. R. Mechanical Division; Locomotive Maintenance Officers' Association; Master Boilermakers' Association, and Railway Fuel & Traveling Engineers' Association.

There will be a full display of exhibits at each alternate convention, conditions permitting, starting in the year 1949, under the auspices of the Allied Railway Supply Association, and exhibits under the auspices of the Railway Electric Supply Manufacturers' Association at each alternate convention, starting in the year 1950. A member of any coordinated association, wearing his badge, will be entitled to free admission to all of the exhibits. Each association is urged to devote one afternoon to viewing the exhibits, if possible. Room entertainment during the time any of the associations is in session will not be permitted. Any member wearing a badge of the coordinated associations will be permitted to attend the member meetings of any of the other associations while in session.

Freight Car Loadings

Revenue car loadings for the week ended October 30 totaled 931,750 cars, the Association of American Railroads announced on November 4. This was an increase of 4,218 cars, or 0.5 per cent over the previous week; a decrease of 8,996 cars, or 1.0 per cent, below the corresponding week last year, and an increase of 9,438 cars, or 1.0 per cent, over the equivalent 1946 week.

Loadings of revenue freight for the week ended October 23 totaled 927,532 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

Revenue Freight Car Loadings
For the week ended Saturday, October 23

District	1948	1947	1946
Eastern	164,162	170,412	175,144
Allegheny	185,647	196,895	192,934
Pocahontas	70,026	74,561	71,302
Southern	140,270	142,344	140,476
Northwestern	143,048	144,094	147,548
Central Western	150,878	153,696	149,478
Southwestern	73,501	72,625	65,375
Total Western Districts	367,427	370,415	362,401
Total All Roads	927,532	954,627	942,257
Commodities:			
Grain and grain products	55,846	55,562	52,409
Livestock	22,182	22,172	30,808
Coal	179,079	190,678	189,782
Coke	15,404	15,306	14,235
Forest products	50,512	48,317	47,823
Ore	67,417	66,489	62,725
Merchandise l.c.l.	111,631	124,178	131,219
Miscellaneous	425,461	431,925	413,256
October 23	927,532	954,627	942,257
October 16	913,832	954,149	931,766
October 9	891,811	956,862	899,443
October 2	908,581	942,455	907,168
September 25	907,971	937,954	916,515
Cumulative total 42 weeks	35,655,484	36,913,765	34,099,006

In Canada. — Carloadings for the week ended October 23 totaled 91,113 cars, as compared with 84,000 cars for the previous week, and 88,889 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 23, 1948	91,113	37,264
October 25, 1947	88,889	41,787
Cumulative totals for Canada:		
October 23, 1948	3,345,695	1,582,943
October 25, 1947	3,224,590	1,579,395

Commission to Hear Oral Argument On Per Diem Cases December 17

Oral argument before the Interstate Commerce Commission on two per diem complaints has been scheduled for December 17 at the commission's Washington, D. C., offices. The proceedings are docketed as Nos. 29587 and 29751. Dismissal by the commission of both cases has been recommended in a proposed report by Examiner Claude A. Rice (see *Railway Age* of August 21, page 61).

The No. 29587 proceeding involves the short lines' complaint assailing per diem rates in effect since February 1, 1945, and asking the commission to prescribe a rate of 95 cents or such other basis as it may find just and reasonable, and to award reparations.

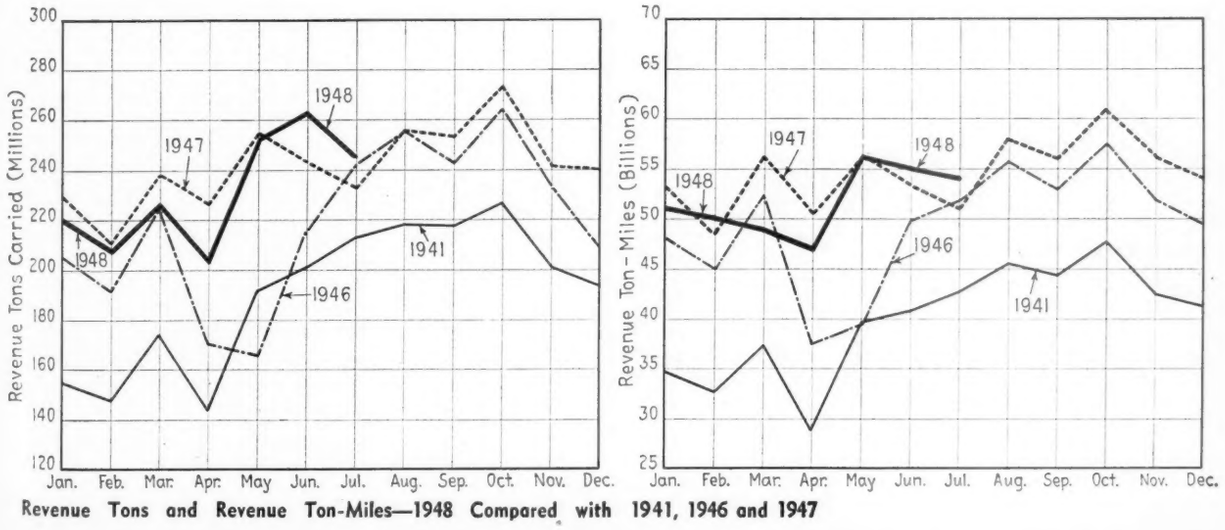
The other complaint was filed by six western roads—Atchison, Topeka & Santa Fe, Illinois Central, Chicago, Burlington & Quincy, Northern Pacific, Great Northern and Denver & Rio Grande Western—which allege that the present per diem rate of $1.50 is too low and ask the commission to prescribe a "just, reasonable and compensatory rental."

Great Northern Joins Canadian Roads in Rate Increase Plea

The Great Northern, which operates approximately 148 miles of line in British Columbia, has applied to the Board of Transport Commissioners for Canada to be "joined as a party to the application of the Railway Association of Canada dated July 27, 1948, seeking authority to make a general advance of 20 per cent in the rates charged in respect of all freight traffic carried in Canada."

Motion for Interim Rate Relief Set for Hearing November 30

November 30 has been set by the Interstate Commerce Commission as the date on which its Division 2 will begin hearings at Washington, D. C., on the railroads' motion for authority to make an immediate increase of eight per cent in freight rates to remain in effect as a measure of interim relief while the commission considers the pending Ex Parte 168 petition for a permanent increase of 13 per cent. The date is the same as that for which the basic petition had been originally assigned for hearing; and the commission's notice



Revenue Tons and Revenue Ton-Miles—1948 Compared with 1941, 1946 and 1947

said that the hearing on the motion "will be in connection with, and a part of the hearing on the petition."

As noted in the *Railway Age* of October 16, page 74, the motion, filed October 12, asked immediate authority to publish on one day's notice tariffs embodying the proposed interim increase. At the same time, it went on to request hearing or oral argument during October if the commission concluded that either should be held as a condition to the granting of the interim relief. Favorable commission action on the motion without a hearing was opposed in replies filed by various interested parties, including the National Industrial Traffic League and the National Association of Railroad and Utilities Commissioners. Other intervenors include freight forwarders and water carriers which seek authority to make increases in their rates comparable to any advances approved for the railroads.

The commission has also made public a compilation prepared by its Bureau of Valuation, "by direction of Division 2," for "possible use in Ex Parte 168." The compilation shows elements of value of Class I line-haul roads as of January 1, 1948, together with a statement of the methods used in their development. The accompanying notice said that the data are "the same as were contained in Exhibits 20 and 108 in Ex Parte 166 except brought down to a later date." The cost of reproduction new, except land and rights, as of January 1, is put at $36,391,377,380, and the cost, less depreciation, at $23,108,194,185. The original cost, except land and rights, is shown as $24,564,552,260; the present value of land and rights, $1,930,745,196; and working capital, including materials and supplies, $703,212,600.

Patrick J. Farrell Dies; Had Been Member of I.C.C.

Patrick J. Farrell, who was a member of the Interstate Commerce Commission from June, 1928, until December 31, 1934, and its chairman during 1933, died on October 22 in Washington, D. C. Mr. Farrell, who was 87 years old, was associated with the commission for 40 years. He was chief counsel at the time of his appointment as commissioner; and after the expiration of his term became assistant chief counsel, serving in that position until his retirement in 1941.

Crosser in Line for House Committee Chairmanship

Representative Crosser, Democrat of Ohio, who has sponsored much of the legislation favored by railway labor organizations in recent years, is in line for the chairmanship of the House committee on interstate and foreign commerce in the next Congress. He would succeed Representative Wolverton, Republican of New Jersey, as a result of this week's national elections wherein the Republican party lost control of both branches of Congress.

Mr. Crosser won reelection to the House, and he will be the ranking majority member of the committee in view of the retirement of Representative Lea, Democrat of California, who was not a candidate for reelection. Mr. Lea was chairman of the committee during the previous period of Democratic control when Mr. Wolverton was ranking minority member, a role to which he will now return.

As to the Senate committee on interstate and foreign commerce, Senator Johnson, Democrat of Colorado, will be in line for the chairmanship. He has been the ranking Democratic member, and he was reelected to the Senate this week. Senator White, Republican of Maine who was not a candidate for reelection, has been chairman of this committee since the 1946 election when he succeeded former Senator Wheeler, Democrat of Montana.

Further Hearings in C. & D. And Small-Shipments Probe

Further hearings in connection with the Interstate Commerce Commission's investigations of pick-up and delivery services and charges on small shipments by railroads and motor carriers will be held at Washington, D. C., January 24, 1949, before Commissioners Rogers and Alldredge and Examiners C. E. Stiles, H. G. Cummings, S. A. Aplin, G. B. Vandiver, L. J. Kassel, and E. L. Boisseree. The commission's notice also said it was expected that members of state regulatory commissions, who have been designated to serve in the proceedings under the cooperative plan, will sit with the commissioners and examiners.

The notice went on to state that, for the purpose of receiving evidence that is "relevant to the four proceedings," the further hearing will be on a common record. Meanwhile, evidence relating only to the separate proceedings will be received on separate records. Parties are urged to bear this procedure in mind, since the respective records "will not be interchangeable except in accordance with the conditions specified in Rule 82 of the General Rules of Practice."

Members of the commission's staff will introduce on the common record a summary of traffic data furnished by New England motor carriers, and a statement of motor carrier costs in Central territory; on the separate record in the small-shipments proceedings, they will introduce "additional evidence bearing on practices in England and France." The commission has been informed that evidence to be introduced by parties includes the following: By railroads in Official territory—evidence bearing upon practices in handling small shipments and pick-up and delivery practices; railroads in Western territory—costs of handling l.c.l., and practices and proposed new methods and economies in the handling of l.c.l.; railroads in Southern territory—"evidence of a character not definitely described"; American Trucking Associations—practices and proposed new methods and economies in the handling of less-truckload traffic; National Industrial Traffic League—analysis of rail costs and traffic data of record. "Any additional evidence that any party may desire to present will be received," the notice further advised.

The proceedings involving railroad pick-up and delivery services and charges on small shipments are docketed as Nos. 29555 and 29556, respectively; while the motor-carrier cases are Nos. MC-C-542 and MC-C-543.

ORGANIZATIONS

The **Pacific Railway Club** will hold its "Once A Year Meeting in Sacramento" at the Sacramento Hotel, on November 11 at 7:30 p.m. Speakers and topics will be: Keeping Communications Lines Open During Storm Periods, by A. W. Flanagan, superintendent of telegraph, Southern Pacific; Equipment, Especially Carrier Equipment, Used and Superimposed on Other Lines, by J. W. Branin, electronic engineer, Southern Pacific; Handling Large Volume of Telegraph Communication Used in Railroad Operation, by G. E. Moss, telegraph department, Southern Pacific; and Train Rules, by Grant S. Allen, assistant trainmaster, Western Pacific.

The next regular meeting of the **Eastern Car Foremen's Association** will be held on November 12, at 8:00 p. m., at 29 W. 39th street, New York. Henry Sleik, vice-president of the W. B. Connor Engineering Corporation, will address the meeting on "Dorex Air Recovery for Air Conditioned Cars."

The **Northwest Locomotive Association** will hold its next regular meeting on November 15, at 8:00 p.m., at the Midway Club, 1931 University avenue, St. Paul, Minn. The program will include questions submitted by shop men relative to locomotive data and answers to these questions. As an added attraction, a movie on "Water, Water Everywhere," will be presented by the American Cyanamid Company, New York.

The **Central Railway Club of Buffalo** will hold its next meeting in the Niagara room of the Hotel Statler, Buffalo, N. Y., on November 11, at 8:00 p.m. "Terminal Operation" will be the subject of the address to be given by C. C. Pitcher, chief of yard and terminal operation of the Baltimore & Ohio.

John W. Barriger, president of the Chicago, Indianapolis & Louisville, will address the **Motor City Traffic Club** of De-

troit, Mich., at its forum dinner meeting in the Detroit Leland hotel on November 15.

The next regular meeting of the **Women's Traffic Club of New York** will be held in the Tower Club of the Park Central Hotel, Seventh Avenue and 55th Street, New York, November 9. Ira U. Cobleigh, president of the Wright & Cobb Lighterage Co. will speak on "Transportation and the Labor Problem."

The next meeting of the **Car Foremen's Association of Omaha,** to be held on November 11, at 6:30 p.m., will have as its subject "A.A.R. Rules."

The **Railroadians of America** will hold its next meeting at 7:30 p.m. on November 12, at the Y.M.C.A. auditorium in Pennsylvania station, New York. J. P. Kenney, superintendent of the New York zone of the Pullman Company, will talk on how the Pullman organization conducts its daily business.

E. E. Kester, passenger traffic manager, Illinois Terminal, will address the Chicago Chapter of the **Railway & Locomotive Historical Society** on November 12, at 7:30 p.m., at 84 East Randolph Street, Chicago. There will be shown the new Southern Pacific sound-color motion picture, "This Is My Railroad."

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

AIR BRAKE ASSOCIATION—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC AGENTS.—C. A. Melin, 11115 Lake Ave., Cleveland 2, O.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J. 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, June 14-16, 1949, Stevens Hotel, Chicago, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 13-15, 1949 (tentative dates) Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—L. P. East, Pennsylvania Railroad, Richmond, Ind. Annual meeting, April, 1949, Old Point Comfort, Va.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 15-17, 1949, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—Hugh L. Fitts, Missouri Pacific Magazine, 1400 M. P. Bldg., St. Louis 3, Mo.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, Tower Bldg., Washington 5, D. C.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Spring meeting and A.S.T.M. Committee Week, February 28-March 4, 1949 Edgewater Beach Hotel, Chicago, Ill. Annual meeting, June 27-July 1, 1949, Chalfonte-Haddon Hall, Atlantic City, N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Annual meeting, November 28-December 3, 1948, New York, N. Y.

Railroad Division.—E. L. Woodward, Railway Mechanical Engineer, 105 W. Adams St., Chicago 3, Ill.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St., N. W., Washington 5, D. C. Annual meeting, April 26-28, 1949, Jefferson Hotel, St. Louis, Mo.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 C. of C Bldg., Cincinnati 2, O.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Protective Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

(*Continued on page* 80)

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in October

Domestic orders for 24 Diesel-electric locomotives, plus 95 additional units, 2,332 freight cars and 70 multiple-unit passenger cars were reported in *Railway Age* in October. The estimated cost of the locomotives is $19,400,000 and of the freight cars $9,330,000. The multiple-unit cars will cost approximately $6,707,000. The accompanying table lists the orders in detail.

During the first 10 months of 1948, *Railway Age* has reported domestic orders for 705 Diesel-electric locomotives, plus 124 additional units, and 69 steam locomotives, costing an estimated $179,873,248; a total of 68,993 freight-train cars, the estimated cost of which is $271,834,700; and 432 passenger-train cars, at an estimated cost of $48,957,000.

Locomotives

Date	Purchaser	No.	Type	Builder
Oct. 9	G. N.	2	6,000-hp. D.-E. frt.	American
		10	1,500-hp. D.-E. rd.-sw.	American
		12	1,000-hp. D.-E. sw.	Electro-Motive
Oct. 9	Southern	64	1,500-hp. D.-E. frt. units	Electro-Motive
		6	2,000-hp. D.-E. pass. units	Electro-Motive
		25	1,500-hp. D.-E. rd.-sw. units	American

Freight Cars

Oct. 9	G. N.	1,000	Box	R. R. Shops
Oct. 9	St. L.-S. F.	400	70-ton Gondola	Pullman-Standard
Oct. 23	C. & N.W.	242*	50-ton Box	Pullman-Standard
Oct. 23	Green Bay & Western	20**	50-ton Hopper	Pullman-Standard
Oct. 23	Mississippi Central	100	50-ton Box	Pullman-Standard
Oct. 23	M.-K.-T.	500	70-ton Hopper	Pressed-Steel
Oct. 23	Southern	50	50-ton Box	Pullman-Standard
Oct. 23	Wisconsin Central	20	70-ton Cov. Hopper	General American

Passenger Cars

Oct. 2	N.Y.C.	70	M.-U. Car	St. Louis Car

*200 are for the Chicago, St. Paul, Minneapolis & Omaha.
**10 are for the Kewaunee, Green Bay & Western.

SIGNALING

The **City of Chicago,** through its department of purchases, contracts and supplies, has awarded a contract to the Union Switch & Signal Co. for furnishing automatic block signal, train-stop and electro-pneumatic interlocking equipment for installation in the Dearborn street subway. The materials include two UR route type interlocking control machines, one at LaSalle-Congress street and one at Damen avenue, where the two-track subway merges with the elevated. Also involved are Style A-10 electro-pneumatic switch movements, Style T-21 hand-throw movements with electric locks, 133 electro-pneumatic automatic train-stop layouts, 133 color-light home, approach, repeater, and dwarf signal units, plug-in type control relays with racks, housings, power equipment and distribution panels.

MARINE

The **Pennsylvania** has awarded a contract to the Sperry Gyroscope Company for installation of surface-search marine radar equipment on two additional tugboats, the "Amboy" and "Baltimore," which are used in coal-towing operations between the road's tidewater dumping facilities at South Amboy, N. J., and various consumers in the New York port area.

LOCOMOTIVES

The **Nashville, Chattanooga & St. Louis** has been authorized by its board of directors to purchase nine additional 1,500-hp. Diesel-electric road units from the Electro-Motive Division of General Motors Corporation, at a cost of $1,551,092. These locomotives, together with 21 similar units previously ordered from Electro-Motive (see *Railway Age*

of February 7, 1948), will make possible the complete Dieselization of all trains —both freight and passenger—between Nashville, Tenn., and Atlanta, Ga., with the exception of local freights. Symbol freight trains between Nashville and Bruceton, Tenn., will be Dieselized, as well as pusher service over Cumberland mountain at Cowan, Tenn.

CAR SERVICE

I.C.C. Service Order No. 834, effecitve from November 16 until May 31, 1949, requires the application of a 60-ton minimum weight in connection with coal shipments, in Norfolk & Western, flat-bottom, high-side gondola cars of 180,000-lb. capacity, loaded at or near Gary, W. Va., and destined to the Carnegie-Illinois Steel Corporation at Gary, Ind. The cars involved are normally assigned to the lake-cargo coal movement, and the order, like similar ones issued in previous years, is designed to keep them in service during the period when navigation on the Great Lakes is closed.

Revised I.C.C. Service Order No. 558 has been modified by Amendment No. 8, which set back the expiration date from November 17 until February 28, 1949. The order provides for the subsitution of refrigerator cars for box cars for shipments of fruit and vegetable containers and box shooks from southern Oregon and California to destinations in the latter state.

The Office of Defense Transportation has issued Amendment No. 1 to General Permit ODT 18A, Revised-20A, which extended from October 31 to December 31 the period within which carload shipments of cranberries may be loaded to a weight not less than the applicable tariffs carload minimum.

SUPPLY TRADE

L. W. Mendenhall, assistant advertising manager of the **National Aluminate Corporation** at Chicago, has been advanced to advertising manager at that point. Mr. Mendenhall was born on May 15, 1921, at Pittsburgh, Pa., and received a B.A. degree in journalism and advertising at the University of Wisconsin in 1943. He served in the navy as lieutenant (j.g.) during World War II, and joined National Aluminate on January 28, 1946, as assistant advertising manager.

The **Buda Company,** Harvey, Ill., has acquired **W. F. Hebard & Co.,** 336 West 37th street, Chicago, manufacturers of materials-handling equipment, including "Shop Mule" tractors and lift trucks. The newly acquired company will be operated as a wholly owned subsidiary of Buda and will continue to manufacture its present line of products.

William Kusz, special representative of the **Caterpillar Tractor Company,** Peoria, Ill., has been appointed supervisor of industrial advertising, succeeding **K. M. Emery,** who has been advanced to supervisor of cooperative dealer advertising.

The formation of the **Hamilton-Thomas Corporation,** Hamilton, Ohio, to operate Economy Pumps, Inc., the Kipfel Manufacturing Company and Liberty Planners, Inc., has been announced by the officers of the newly formed corporation, who are: **Richard Thomas,** president; **L. G. Thomas,** executive vice-president; **H. R. Ryan** and **R. H. Thomas, Jr.,** vice-presidents; **E. T. Drinkuth,** secretary; and **L. V. Thomas,** treasurer.

Herman C. Phelps, formerly west coast regional sales manager of the **All-State Welding Alloys Company,** has been appointed sales manager, with headquarters in White Plains, N. Y.

W. V. O'Brien, who has been assistant general sales manager of the apparatus department of the **General Electric Company** since December, 1947, has been appointed general sales manager of the department.

Roy H. Sjoberg has resigned as vice-president of the ACF-Brill Motors Company to accept the position of assistant general manager, automotive division, of the **Canadian Car & Foundry Co.,** with headquarters at Montreal, Que., effective December 1.

The address of the **Hughes-Keenan Corporation,** beginning November 15, will be Delaware, Ohio. The move will bring together two of the firm's three divisions—the Correct Manufacturing Company and Hughes-Keenan. The third division, the Burkett Body Company of Dayton, Ohio, is scheduled for movement later.

The Cleco division of the **Reed Roller Bit Company** has announced the appointment of **Victor E. Dolan** as special representative. Mr. Dolan, who will be located at 121 North Jefferson st., Chicago 6, will act as liaison between the general sales office in Houston, Texas, and local dealer organizations.

The **Giddings & Lewis Machine Tool Co.** has announced the purchase of the **Cincinnati Planer Company,** which will be operated as a wholly-owned subsidiary.

G. L. Holt has been appointed assistant district manager of the Madison, Ill., plant of the **American Car & Foundry Co.** A native of Valparaiso, Ind., Mr. Holt was in the mechanical department of the Fruit Growers Express for nine years. In 1941 he became production engineer for Indiana Steel Products at Valparaiso, and from 1944 until he joined American Car & Foundry he was plant manager of the International Railway Car & Equipment Manufacturing Co. at Kenton, Ohio.

The Los Angeles, Calif., office and warehouse of the **Dixie Cup Company** has been moved to larger quarters at 2600 East 12th st., Los Angeles 23.

Lloyd B. Jones, formerly engineer of tests for the Pennsylvania, has been retained as consulting engineer by the **Franklin Railway Supply Company.**

Harry A. Wolfe, who recently resigned as Chicago district manager of the **Buda Company,** has rejoined the sales organization of the **Lehon Company,** as division sales manager, railway department, with headquarters at Chicago. **Clarence E. Croisant,** sales supervisor, railway department, and **A. C. Senseney,** sales engineer, railway department, have both been appointed division sales managers, railway department, with headquarters at Chicago.

Mr. Wolfe was born in 1897 and attended Valparaiso University. In 1916 he went with the Chicago, Milwaukee,



Harry A. Wolfe

St. Paul & Pacific as a clerk in the accounting department, but resigned in 1918 to enter the armed forces of the United States, where he served with the 96th division. In 1919 Mr. Wolfe returned to the Milwaukee as chief clerk to the superintendent of motive power, and in 1922 was promoted to supervisor of fuel. In 1926 he went with the Lehon organization as a special representative, and 14 years later was advanced to supervisor of railroad sales. In 1944 Mr. Wolfe left The Lehon Company to become field representative of The Buda Company, subsequently being promoted to district manager, with headquarters at Chicago.

Alden G. Roach, now president of the Consolidated Western Steel Corporation, which recently became a subsidiary of the United States Steel Corporation, on November 15 will succeed **J. Lester Perry** as president of the **Columbia Steel Company,** the steel-producing subsidiary

News Department continued on next left-hand page

PROBABLY no railroad man need be told that every carload of C & O's record-breaking tonnage moved behind steam.

Nor will it surprise many that almost every ton made most of its miles behind Lima-built locomotives.

The significant point is this: Here is an example of what *modern* steam power can do. It is a special example, to be sure, but a concrete one. Those are real locomotives, making real miles, moving real tonnage—and lots of it. Almost to an engine, they are modern—modern from the rims up, from the pilots back.

Could any other type of power—including older steam locomotives—have equalled C & O's cost per ton-mile?

We doubt it. That's why we say there *is* a place for steam—and in this place, the modern steam locomotive can do, and is doing, **an outstanding job.**

It's worth thinking about.


C. & O. Sets All-Time Record, Ships 90 Million Tons of Coal

BY ROBERT J. BOWMAN

Experiencing the greatest year of its history in 1947, the Chesapeake and Ohio Railway Co. anticipates an even larger volume of busi-

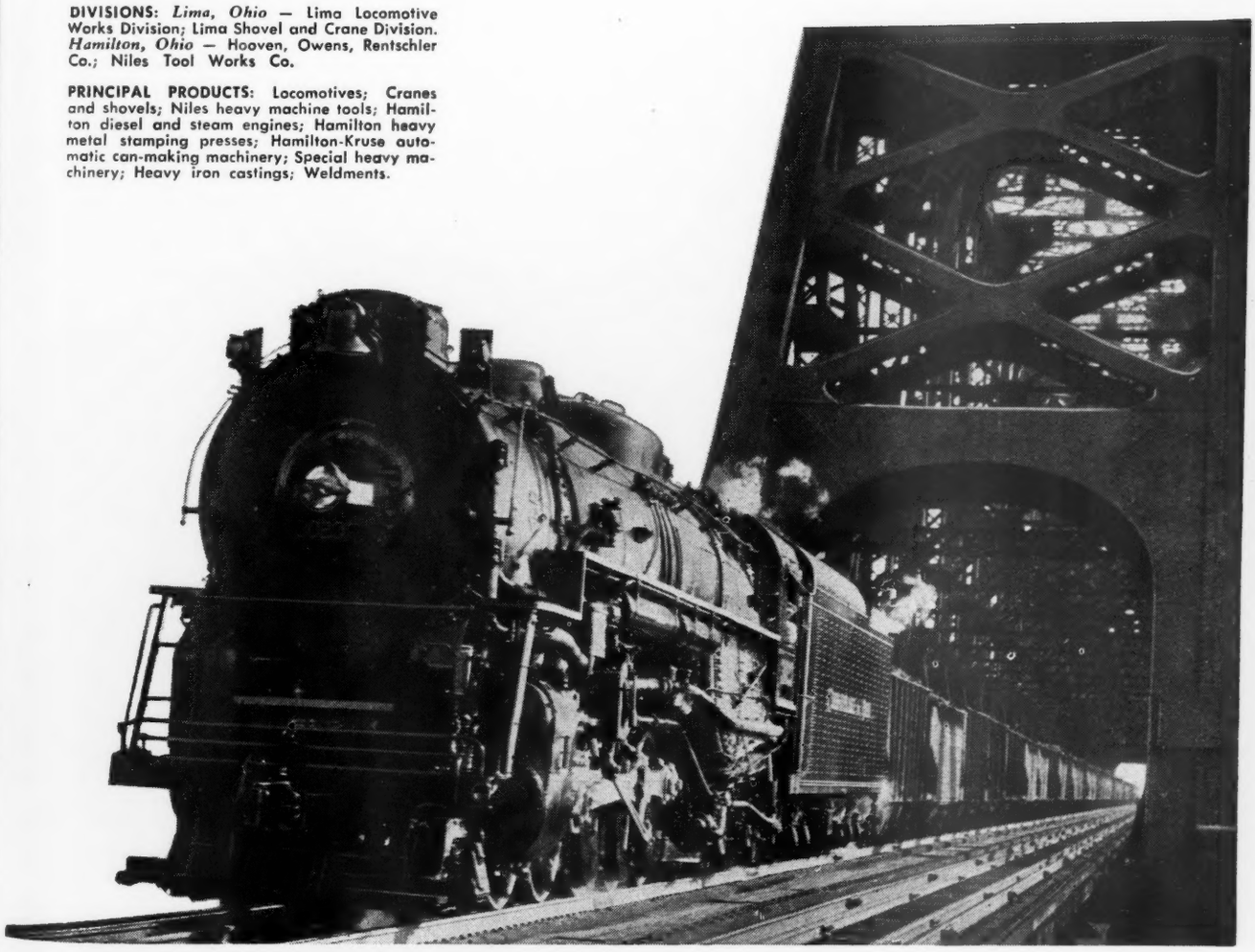
record will be bettered with the completion, in the coming year, of two branch lines which will open up new coal areas. Man new mines along with widespread mechanization of existing mines, should increase materially the coal tonnage

this is steam at work

LIMA HAMILTON CORPORATION

DIVISIONS: *Lima, Ohio* — Lima Locomotive Works Division; Lima Shovel and Crane Division. *Hamilton, Ohio* — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.



of United States Steel on the Pacific coast. Mr. Perry will remain with United States Steel in an advisory capacity, and Mr. Roach will continue as president of Consolidated Western Steel.

The **Sharon Steel Corporation** has announced the appointment of **Fred W. Bennett** as general traffic manager, effective November 15. Mr. Bennett succeeds **M. F. Dougherty,** who will remain with the company as special traffic representative.

Luria Bros. & Co. have opened a branch office at 443 Pacific Gas & Electric Co. Bldg., San Francisco, Calif. **Stanley Claster,** formerly assistant manager of the St. Louis, Mo., office, is district manager in charge of the new office.

The **Magnus Brass Manufacturing Company** has discontinued operation of its Baltimore, Md., plant, and the line of "Coale" safety and blower valves will be manufactured in the Cincinnati, Ohio, plant of the Magnus brass division of the **National Lead Company.**

OBITUARY

Thomas D. Hogan, president of the Orme Company, manufacturers of railroad journal bearings and Champion hand brakes, died recently at his home in Michigan City, Ind.

ABANDONMENTS

Applications have been filed with the Interstate Commerce Commission by:

Buffalo, Union-Carolina.—To abandon that portion of its line from a point 1.6 miles east of Union, S. C., to a connection with the Seaboard Air Line at Pride, 14.2 miles, and to sell to the Southern the remaining portion of its line between Buffalo, S. C., and Union, where it connects with the prospective purchaser. The applicant, a subsidiary of the United Merchants & Manufacturers, Inc., told the commission the application was filed because its parent company, a textile manufacturer, "does not wish to engage further in the railroad business."

Erie & Michigan Railway & Navigation.—To abandon (1) that portion of a line leased from the Detroit & Mackinac between Alabaster, Mich., and Alabaster Junction, 4.2 miles; (2) operating rights over the same road between Alabaster Junction and East Tawas, 4 miles; and (3) a one-mile line in Alabaster. The two roads have entered into a new agreement under which the D. & M. will acquire the applicant's physical properties and operating assets and will continue its present operations.

Ohio & Morenci.—To abandon a line extending from a point near Sylvania, Ohio, to a point near Morenci, Mich., 21 miles, and 1.7 miles of track, including industrial sidings, in Blissfield, Mich.

Waco, Beaumont, Trinity & Sabine.—To abandon its Livingston branch, 23.8 miles, in Polk and Trinity counties, Texas.

CONSTRUCTION

Texas & Pacific. — This road was awarded a contract to the Dallas (Tex.) Air Conditioning Company for completely air-conditioning the T. & P.'s general office building in Dallas. The approximate cost of the project is $250,000.

FINANCIAL

Chesapeake & Ohio.—*Authorizes Bond Issue.*—The board of directors of this road on October 29 authorized the issuance and sale of a new series of $40,000,000 of refunding and improvement mortgage bonds to reimburse the company in part for previously made capital expenditures. (See *Railway Age* of October 30, page 102.) The new bonds will be for a term of 25 years, with a 1 per cent sinking fund, and they will bear interest at the rate specified by the successful bidder under competitive bidding.

Chicago, Milwaukee, St. Paul & Pacific.—*Acquisition.*—This road has applied to the Interstate Commerce Commission for authority to acquire, through stock ownership, the properties of the Chicago, Terre Haute & Southeastern, which it has operated under lease since 1921, and to assume liability as guarantor in respect of the securities of that road. The applicant now owns 97.1 per cent of the lessor's stock and intends to purchase an additional 1,175.13 shares for $10 per share, in accordance with an option contained in the lease agreement. Approval of the transaction, the Milwaukee said, will eliminate the lease, simplify its accounting, tax and other corporate procedures and will facilitate its ability to refinance outstanding bonds of the lessor in the future.

Florida East Coast.—*Reorganization.*—Division 4 of the Interstate Commerce Commission has fixed maximum limits of final allowances for services and expenses of parties in interest and their counsel during the period, generally, from February 15, 1945, through May 15, in connection with the reorganization proceedings of this road under section 77 of the Bankruptcy Act. The commission allowed $168,400 on claims amounting to $364,111. It deferred, however, until consummation of the plan, claims of the Atlantic Coast Line and its counsel, totaling $121,103, and also deferred part of the claim of S. A. Lynch, S. A. Lynch Corporation, and associated intervenors, which constitute a group of holders of over $3,000,000 of first and refunding mortgage bonds.

Among the larger allowances awarded were: St. Joe Paper Company, majority bondholder, and G. J. Patterson, its counsel, $50,000, on a claim of $75,000; Oliver & Donnally, counsel for S. A. Lynch, S. A. Lynch Corporation and associated interests, $26,768, on a claim of $28,517; Guaranty Trust Company, trustee for the debtor's 4½ per cent first mortgage, $11,970, on a claim of $13,970; Bankers Trust Company, trustee for the debtor's first and refunding mortgage, $9,125, on a claim of a like amount; White & Case, counsel for the Bankers Trust Company, $9,058, on a claim of $25,058; Davis, Polk, Wardwell, Sunderland & Kiendl, counsel for the first and refunding mortgage bond committee, $8,782, on a claim of $16,282; and Coverdale & Colpitts, consultants to S. A. Lynch, S. A. Lynch Corporation and associated interests, $8,465, on a claim of a like amount.

Gulf, Mobile & Ohio.—*Acquisition.*—As a means of dissolving and liquidating the Kansas City, St. Louis & Chicago, which it acquired in connection with the reorganization of the Alton, this road has applied to the Interstate Commerce Commission for authority to acquire all the properties of K.C., St. L. & C. and to assume direct obligation and liability with respect to $2,092,800 of the latter's first mortgage 4½ per cent bonds. The G. M. & O. owns all capital stock of the K.C., St. L. & C., a non-operating carrier, and will continue to operate over that line as in the past.

Approval of the transaction, the G. M. & O. said, will bring about corporate simplification, will effect economies in administration, accounting and financing and will simplify relations with state and federal authorities having jurisdiction over both companies. It also told the commission that the proposed transaction will result in tax savings of $25,000.

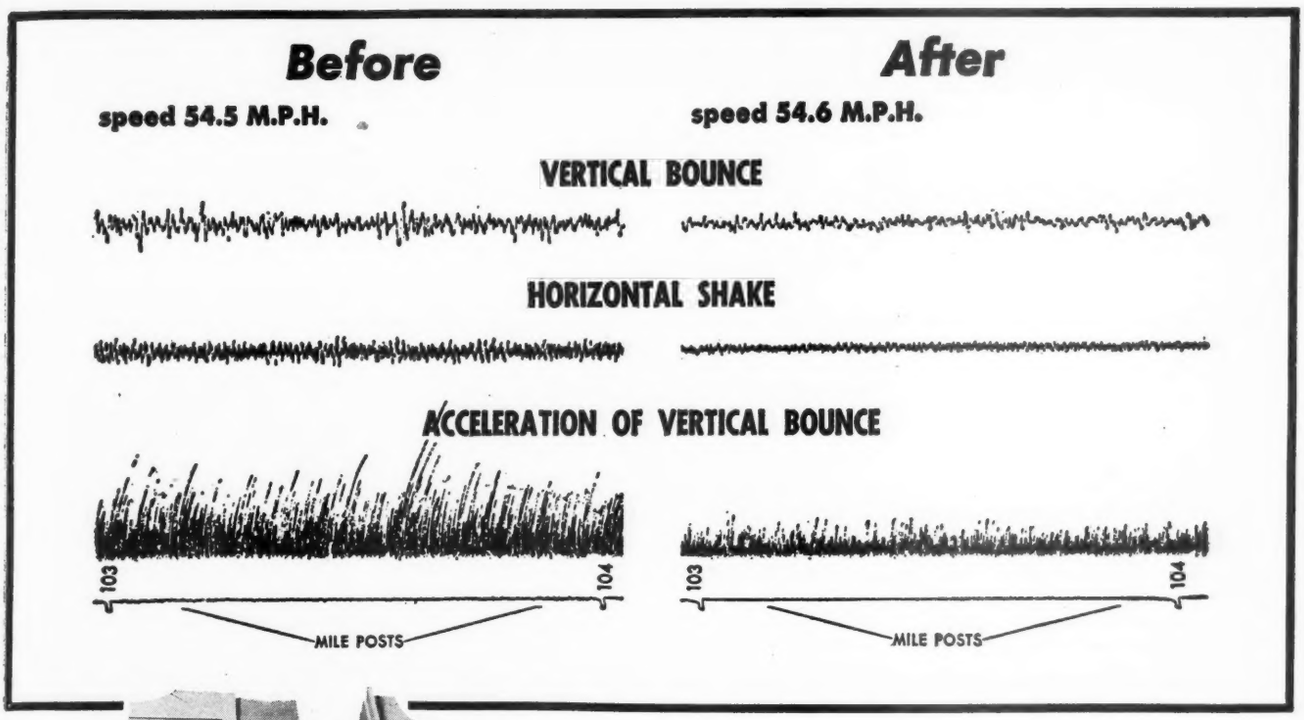
Pennsylvania.—*New Director.*—John A. Diemand, president of the Insurance Company of North America, has been elected a member of this road's board of directors to succeed the late Thomas S. Gates.

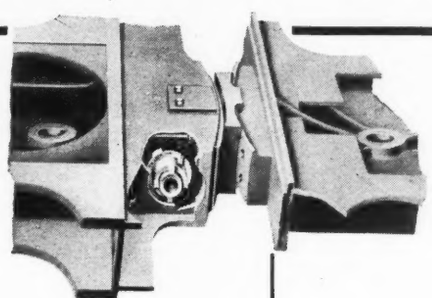
New York, Ontario & Western.—*Reorganization.*—Three of this road's lessors—the Ellenville & Kingston, the Port Jervis, Monticello & Summitville and the Ontario, Carbondale & Scranton—have asked the Interstate Commerce Commission for permission to effect a plan of reorganization in connection with or as part of the plan of reorganization of the lessee under section 77 of the Bankruptcy Act. Petitions to reorganize under that act have been filed by the three roads with the federal district court for the southern district of the state of New York.

The N.Y. O. & W. owns the entire

News Department continued on next left-hand page

How to cure a ROUGH-RIDING LOCOMOTIVE





The E-2 radial buffer incorporates a built-in draft gear with large bearing areas. Two large adjusting wedges, energized by compressed springs, hold the chafing plates in firm contact, permitting no slack but retaining complete freedom of movement between engine and tender. This effectively dampens and absorbs both horizontal shake and vertical vibration of the locomotive. Only the Franklin "E" type buffers provide this shock absorbing action.

***FRANKLIN E-2 BUFFERS** will reduce maintenance by damping and absorbing horizontal shake and vertical vibration.*

The E-2 radial buffer will make any locomotive, at any speed, a better riding engine. It requires minimum attention and will cut down maintenance on many related locomotive parts by markedly reducing shake and bounce. Crews appreciate the greater comfort it brings.

The above charts show the effectiveness of this buffer. These charts were made on a western road — two days apart — on the same locomotive, between the same mileposts, pulling the same trainload in the same direction at the same speed. The E-2 buffer, as compared with the wedge-type buffer originally used, reduced vertical bounce 50%, horizontal shake 66%, and acceleration of vertical bounce (impact factor) 62%.

FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

capital stock of the three roads and also holds a mortgage issued by each carrier. The lessors say they are unable to pay the interest on the mortgages, which now amounts to an aggregate of $1,394,500.

New York, Susquehanna & Western.—*To Settle Tax Claim.*—The trustee of this road will pay $800,000 to New Jersey in final settlement of the state's claim against the road for taxes and interest, according to an order signed by Federal District Judge William F. Smith. Henry K. Norton, N. Y. S. & W. trustee, described the court order as the final chapter in a long period of litigation. At the beginning of the Susquehanna trusteeship in 1937, the state filed a claim against the road for unpaid taxes dating as far back as 1933, together with penalty interest of 1 per cent a month on the unpaid balance.

New Securities

Application has been filed with the Interstate Commerce Commission by:

Bangor & Aroostook.—To assume liability for $2,100,000 of series N equipment trust certificates, proceeds of which would be applied toward purchase of the following equipment:

	Description and Builder	Estimated Unit Cost
2	2,000-hp. Diesel-electric passenger locomotives (Electro-Motive Division, General Motors Corporation)	$220,000
4	1,000-hp. Diesel-electric yard switching locomotives (E.M.D.-G.M.C.)	102,500
8	1,500-hp. Diesel-electric "branch line" locomotives (E.M.D.-G.M.C.)	153,406
100	all-steel side-discharge rack cars (Magor Car Corporation)	6,250

The certificates, to be sold on the basis of competitive bidding, would be dated December 1 and would mature in 15 annual installments of $140,000, starting December 1, 1949.

Division 4 of the I.C.C. has **authorized:**

Great Northern.—To assume liability for $12,720,000 of equipment trust certificates, proceeds of which will be applied toward purchase of equipment estimated to cost $15,900,000, as described in *Railway Age* of October 16, page 88. The certificates will be dated September 1 and will mature in 30 semi-annual installments of $424,000, starting March 1, 1949. The report also approves a selling price of 99.608 with a 2⅜ per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.44 per cent. The certificates were reoffered to the public at prices yielding from 1.375 per cent to 2.57 per cent, according to maturity.

Illinois Central.—To assume liability for $5,500,000 of series AA equipment trust certificates, proceeds of which will be applied toward purchase of 1,500 50-ton steel hopper cars, as described in *Railway Age* of October 9, page 84. The equipment is estimated to cost $6,933,285. The certificates will be dated October 1 and will mature in 20 semi-annual installments of $275,000, starting April 1, 1949. The report also approves a selling price of 99.272 with a 2¼ per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.41 per cent. The certificates were reoffered to the public at prices yielding from 1.5 per cent to 2.5 per cent, according to maturity.

Pennsylvania.—To assume liability for $9,675,000 of series U equipment trust certificates, the second installment of an overall issue of $31,710,000 of series U certificates, the total proceeds of which will be applied toward the purchase of equipment estimated to cost $39,637,500, as described in *Railway Age* of May 29, page 60. The present issue will be dated July 1 and will mature in 15 annual installments of $645,000, starting July 1, 1949. The report also approves a selling price of 99.53 with a 2½ per cent interest rate, the bid of Salomon Bros. & Hutzler, and associates, on which basis the average annual cost will be approximately 2.57 per cent.

Pennsylvania. — To assume obligation and liability as guarantor for $6,487,000 of general mortgage 3 per cent bonds, which its lessor, the United New Jersey Railroad & Canal has been authorized to issue and deliver to the Pennsylvania in payment for a like aggregate amount of general mortgage 3 per cent bonds, due March 1, 1984. The bonds will be dated October 1 and will mature October 1, 1973. They will be redeemable prior to maturity as a whole or in part at 105 if redeemed before April 1, 1952; at their principal amount plus a minimum equal to one-fourth of 1 per cent for each year or fraction thereof between April 1, 1952, and April 1, 1971, and at their principal amount if redeemed on or after April 1, 1971. Accrued interest will apply in each case.

Sale of the bonds by the Pennsylvania to Salomon Brothers & Hutzler and associates on a bid of 98.7083 also has been approved by the commission. The average annual cost will be approximately 3.075 per cent. Proceeds from the sale of the bonds, the report said, will reimburse the guarantor for expenditures heretofore made in retiring bonds of the lessor and will be applied to the "proper corporate purposes" of the Pennsylvania.

Dividends Declared

Atlanta & West Point.—$2.00, payable December 14.

Cleveland & Pittsburgh.—7% guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢, quarterly, both payable December 1 to holders of record November 10.

Great Northern.—Non-cumulative preferred (increased), $2.00, payable December 10 to holders of record November 10.

Nashville, Chattanooga & St. Louis.—$1.00, payable December 1 to holders of record November 10.

Norfolk & Western.—75¢, quarterly; extra, $1.00; both payable December 10 to holders of record November 10.

Reading.—4% non-cumulative, 1st preferred, 50¢, quarterly, payable December 9 to holders of record November 18.

Southern.—common (increased quarterly), $1.00; 5% non-cumulative preferred, $1.25, quarterly; both payable December 15 to holders of record November 15.

Average Prices Stocks and Bonds

	Nov. 1	Last week	Last year
Average price of 20 representative railway stocks	50.33	50.12	48.15
Average price of 20 representative railway bonds	88.51	88.54	86.69

RAILWAY OFFICERS

EXECUTIVE

Alfred L. Hammell, whose appointment as executive vice-president of the Railway Express Agency at New York was reported in the *Railway Age* of September 25, began express service in 1909 as an employee of Wells Fargo & Co. Express at San Francisco, Cal. Specializing in foreign department work, he advanced through various positions in that city until 1916, when he was placed in charge of the express company's office at the Panama-Pacific Exposition. After serving a year at Eugene, Ore., and Portland, Mr. Hammell was appointed general agent at



Alfred L. Hammell

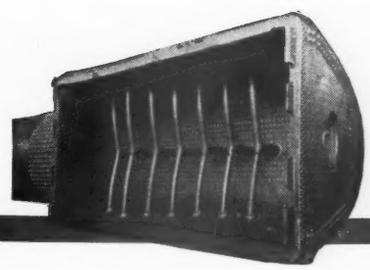
Salt Lake City, Utah, in 1917, then transferring to Denver, Colo. After serving as chief clerk to the vice-president at San Francisco, he became superintendent at Great Falls, Mont., in 1924, returning the next year to San Francisco to become superintendent of traffic and transportation in the West. In March 1934, Mr. Hammell became general manager of the Northeastern department at Boston, Mass., and in June, 1937, he was appointed vice-president of Western departments at San Francisco, transferring to the Central departments at Chicago on August 1, 1940, where he remained until his recent appointment.

Kirby M. Post, vice-president of the St. Louis Southwestern at St. Louis, Mo., has retired after 47 years of railroad service, and has been succeeded by **George B. Matthews,** general superintendent at Tyler, Tex.

Andrew P. Titus, whose retirement as president of the Illinois Terminal at St. Louis, Mo., was noted in the *Railway Age* of September 25, was born on April 11, 1875, near Princeton, N. J., and was educated at Princeton Preparatory School and Princeton University. He entered railway service on July 1, 1890, in the car department of the Lake

News Department continued on next left-hand page

FOR EVERY TYPE OF LOCOMOTIVE BOILER



DESIGNED for any steam locomotive, whether coal or oil burning, Security Circulators are now in use in twenty-five different types, ranging from 4-4-2s to 4-8-8-4s. Installations run from three to nine Circulators each, according to the size of the locomotive.

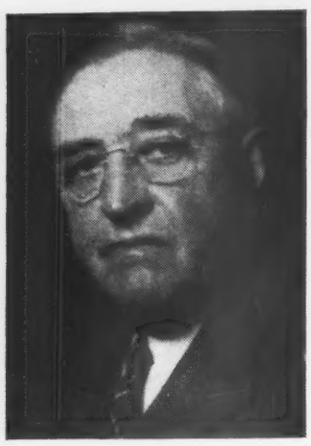
In making such installations, either in new or in existing motive power, the Security Circulators are suitably proportioned to the size and type of boiler so as to give the best results in bettering boiler performance and increasing locomotive utilization.

SECURITY CIRCULATOR DIVISION

AMERICAN ARCH COMPANY INC.

NEW YORK • CHICAGO

Shore & Michigan Southern (now part of the New York Central) at Cleveland, Ohio. From 1893 to 1895, Mr. Titus was connected with a mining company in Mexico, after which he returned to the L. S. & M. S. at Cleveland. In May, 1900, he went with the Wheeling & Lake Erie as car distributor and chief clerk to the superintendent of car service at Pittsburgh, Pa. In November, 1905, he was appointed assistant superintendent at Canton, Ohio, later advancing to superintendent at Canton. He entered the service of the



Andrew P. Titus

Chicago & Alton (now part of the Gulf, Mobile & Ohio) in September, 1912, as general superintendent at Chicago, being promoted to general manager in November, 1915. In February, 1922, Mr. Titus was elected vice-president in charge of operation of the Alton, and in August of the same year, when the company went into receivership was appointed chief operating officer. In January, 1929, Mr. Titus went with the Illinois Terminal as vice-president and general manager, at St. Louis, holding that position until his election as president in 1933.

George F. Squires, assistant to president of the Pacific Electric at Los Angeles, Cal., has been appointed vice-president. He has been associated with the P. E. and its predecessor company, the Los Angeles Pacific Company, for 40 years. Beginning in 1908, Mr. Squires filled various assignments in the operating and traffic departments, and in 1922 was appointed assistant freight traffic manager. He became general manager of the Harbor Belt Line in 1928, returning to the P. E. in 1933 as general superintendent. He was advanced in 1946 to assistant to president, which position he held at the time of his recent appointment.

Edgar V. Hill, whose appointment as chairman of the Central Freight Association at Chicago was reported in the *Railway Age* of October 9, was born on September 14, 1897, at Rock Island, Ill. He attended Saint Ambrose College in Davenport, Iowa, and entered railroad service in 1915 in the local freight office of the Chicago, Rock Island & Pacific at Rock Island. In 1923 he went to Chicago, where he subsequently served in the general freight department as rate clerk and chief clerk to general freight agent. In 1927, Mr. Hill became chairman of the rate checking



Edgar V. Hill

committee, Western Trunk Line Committee at Chicago, and in the following year he joined the Toledo, Peoria & Western as assistant general freight agent at both Peoria, Ill., and Chicago. He became a member of C. F. A.'s auxiliary committee in 1939, and was serving in that capacity at the time of his appointment as chairman.

J. W. Bahen, assistant to the vice-president in charge of coal traffic and development of the Chesapeake & Ohio at Cleveland, Ohio, has been appointed assistant to the president, in charge of coal traffic and development. Mr. Bahen, who is 43 years of age, started his railroad career on January 30, 1918,



J. W. Bahen

as a messenger for the Chesapeake & Ohio at Richmond, Va. Later he served as clerk and secretary, and in 1933 he was transferred to Cleveland, becoming chief clerk to the coal vice-president in 1939. Mr. Bahen was promoted to assistant to the vice-president in charge of coal traffic and development on March 15, 1944.

James E. McVea, personnel services officer of the Chesapeake & Ohio, has been appointed special assistant in the office of the president, with headquarters as before at Cleveland, Ohio. **J. C. Thompson,** staff assistant to the vice-president — personnel, succeeds Mr. McVea as personnel services officer.

Harry C. Munson, formerly assistant general manager of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been appointed assistant vice-president—operation of the Western Pacific at San Francisco, Cal. Mr. Munson is scheduled to succeed to the position of vice-president and general manager on January 1, 1949, at which time **H. A. Mitchell,** present holder of that position, will become president of the company. (See *Railway Age* of October 9, page 55).

Bernard J. Fallon, president of the Chicago, North Shore & Milwaukee at Chicago, has resigned from that position, effective on November 15, and has been elected chairman of the road's board of directors. **J. H. M. Clinch,** vice-president, secretary and treasurer, has been advanced to acting president.

Fred C. Rummel, a director and chairman of the executive committee of the Spokane International at Spokane, Wash., has been elected president of the road, succeeding the late **E. S. McPherson,** whose death was reported in the *Railway Age* of September 18.

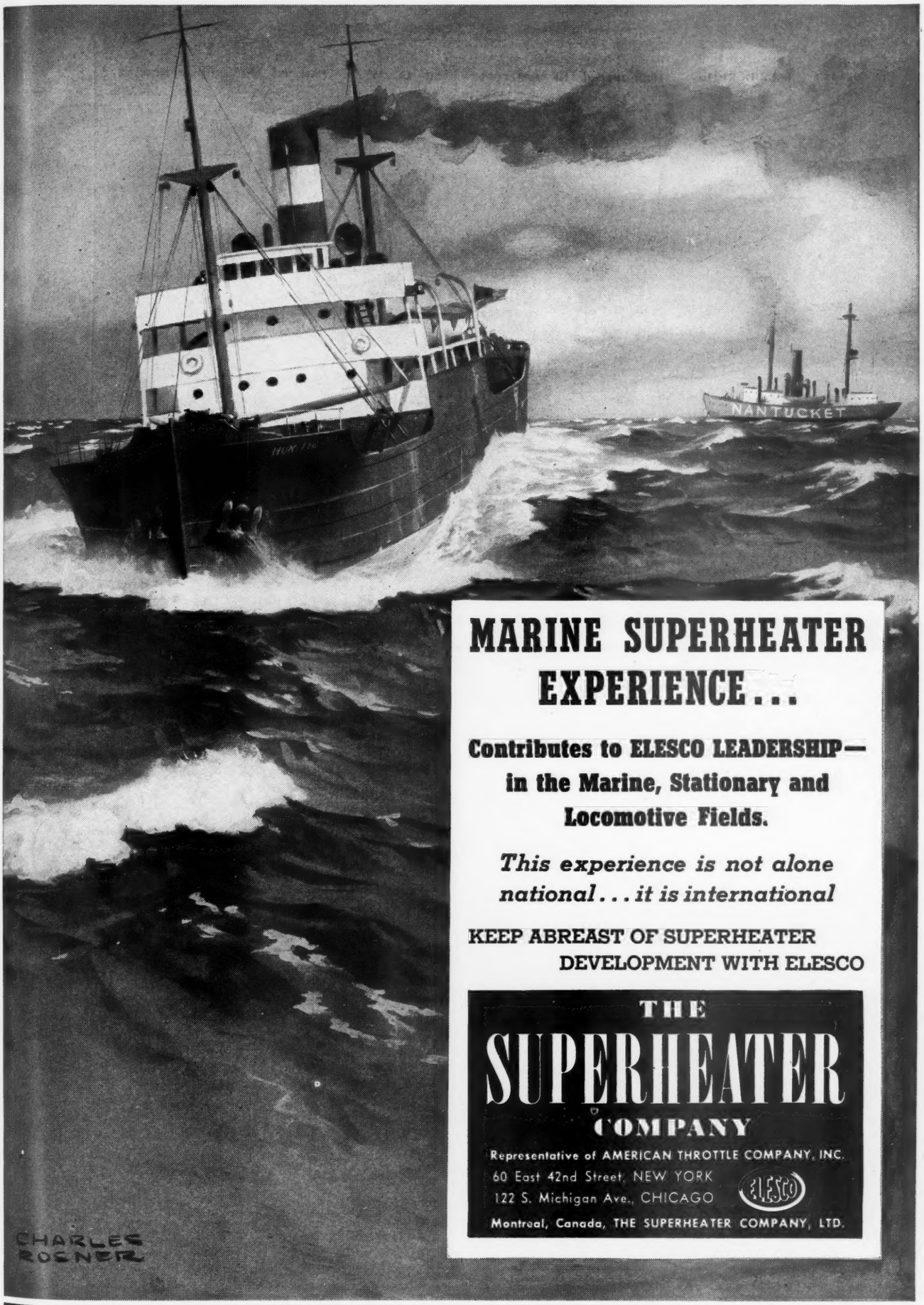
Edward T. Lawless, vice-president and general manager of the White Sulphur Springs Company (subsidiary of the Chesapeake & Ohio), has been elected vice-president of operations of that subsidiary. **Charles R. Hook, Jr.,** vice-president—personnel of the C. & O. at Cleveland, Ohio, and **Thomas J. Deegan, Jr.,** director of public relations of the C. & O. at New York, have been elected vice-presidents of the White Sulphur Springs Company.

FINANCIAL LEGAL and ACCOUNTING

F. W. Stetekluh, general auditor of the Northern Pacific at St. Paul, Minn., has been elected controller of the company, the office of general auditor being abolished and the controller being designated as the chief accounting officer.

Lorimer Courtney, whose appointment as comptroller of the Bessemer & Lake Erie at Pittsburgh, Pa., was reported in the *Railway Age* of October 9, was born on January 18, 1903, at Boston, Mass., and was graduated from high school and commercial college at Worcester, Mass. Mr. Courtney entered railroad service on September 1, 1947,

News Department continued on next left-hand page



MARINE SUPERHEATER EXPERIENCE...

Contributes to ELESCO LEADERSHIP— in the Marine, Stationary and Locomotive Fields.

This experience is not alone national... it is international

KEEP ABREAST OF SUPERHEATER DEVELOPMENT WITH ELESCO

THE SUPERHEATER COMPANY

Representative of AMERICAN THROTTLE COMPANY, INC.
60 East 42nd Street, NEW YORK
122 S. Michigan Ave., CHICAGO
ELESCO
Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • Steam Generators • Oil Separators • American Throttles

as assistant comptroller of the Bessemer & Lake Erie, which position he held until his recent promotion to comptroller. Prior to entering railroad service, Mr. Courtney engaged in various accounting capacities in manu-



Lorimer Courtney

facturing, banking and public accounting fields, his last position being assistant comptroller of the Federal Shipbuilding & Dry Dock Co., at Kearny, N. J.

A. J. Wallander, assistant auditor of capital expenditures, Chicago, Milwaukee, St. Paul & Pacific, has been advanced to auditor of capital expenditures at Chicago, succeeding **H. W. Leal,** who has retired following 36 years of service with the railroad.

OPERATING

D. A. Smith, superintendent of the Canadian Pacific at Regina, Sask., has been appointed superintendent of transportation of the Eastern region, with headquarters at Toronto, Ont., succeeding **J. L. Bromley,** deceased.

W. J. Whalen, general superintendent of the Chicago, Milwaukee, St. Paul & Pacific at Milwaukee, Wis., has been appointed assistant general manager of the road's eastern lines, with headquarters at Chicago. He succeeds **H. C. Munson,** who has accepted an appointment as assistant vice-president—operation of the Western Pacific at San Francisco, Cal. Other changes in the Milwaukee's operating department are as follows: **C. E. Crippen,** superintendent of the Minneapolis-St. Paul Terminals division, appointed to succeed Mr. Whalen; **K. R. Schwartz,** assistant superintendent of the Milwaukee Terminals division, advanced to superintendent of the Minneapolis-St. Paul Terminals division, with headquarters at Minneapolis, Minn.; **W. E. Swingle,** trainmaster at Portage, Wis., appointed to succeed Mr. Schwartz; **W. T. Stewart,** trainmaster at LaCrosse, Wis., appointed assistant superintendent at Perry, Iowa; **F. G. McGinn,** trainmaster at Terre Haute, Ind., transferred to Portage; **A. C. Novak,** trainmaster at Ottumwa, Iowa, transferred to LaCrosse; and **G. W. Riley,** trainmaster at Marion, Iowa, transferred to Ottumwa. **G. E. Lanning,** assistant superintendent at Perry, will now make his headquarters at Marion.

P. K. Partee, whose appointment as general superintendent transportation of the Baltimore & Ohio at Baltimore, Md., was reported in the *Railway Age* of October 2, was born at Adelphi, Ohio, on June 15, 1895. Mr. Partee attended high school at Chillicothe, Ohio, and took a special course at the Harvard School of Business Administration in 1930. He entered railroad service on August 1, 1914, as clerk in the office of the dispatcher of the Baltimore & Ohio at Chillicothe, subsequently



P. K. Partee

serving in various stenographic and secretarial capacities and as night yardmaster, assistant general yardmaster, general yardmaster and terminal trainmaster at various points. In March, 1929, Mr. Partee was appointed assistant superintendent at Baltimore, becoming superintendent of the Baltimore Terminal division on December 1, 1930, and transferring to the Baltimore division on March 1, 1942, where he remained until his recent promotion.

Z. T. Komarek, assistant superintendent of the Lake Erie and Western district of the New York, Chicago & St. Louis, with headquarters at Muncie, Ind., has been advanced to superintendent of the Clover Leaf district at Frankfort, Ind. He succeeds **A. G. Kasson,** who has retired following 42 years of service with the Nickel Plate.

John C. Wallace, chief engineer of the New York, Chicago & St. Louis, has been promoted to general manager, with headquarters as before at Cleveland, Ohio, succeeding **A. R. Ayers,** who has retired after nearly 50 years of railroad service, including 32 years with the Nickel Plate.

J. B. Drake, Jr., whose promotion to commissary officer of the Pullman Company at Chicago, was reported in the *Railway Age* of October 2, first entered Pullman service in 1933 as inspector in the commissary department. In the following year he became assistant commissary officer, and in 1942



J. B. Drake, Jr.

was appointed director of service, operating department. Mr. Drake was appointed superintendent of Pullman's Philadelphia, Pa., zone in 1944 and assistant to vice-president at Philadelphia in 1945. He was serving in this latter position at the time of his recent appointment.

John C. Grisinger, Jr., whose appointment as division superintendent of the Chicago, Burlington & Quincy at Casper, Wyo., was reported in the *Railway Age* of October 2, was born on March 17, 1904, at Lincoln, Neb. He entered C. B. & Q. service in 1921 as a crew caller at Casper. He subsequently served as extra gang timekeeper and



John C. Grisinger, Jr.

yard clerk, and in 1925 joined the Colorado & Southern (part of the Burlington lines) as yard clerk and car distributor at Denver, Colo. He returned to the C. B. & Q. in 1927 as telegraph operator at Sterling, Colo., and later served as relay operator at various points until 1929. From then until 1941, Mr. Grisinger held the post of train

News Department continued on next left-hand page



Greetings from a Friend

To generations of youthful Americans, a wave of the hand from the engineer of a passing train has been a welcome greeting from a friend . . . a greeting that helped create a life-time feeling of esteem for the railroads.

This friendliness is natural enough—for no other business of comparable size participates to the same intimate extent in the daily life of the people that it serves.

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Because brakes are basic to railroad progress, Westinghouse Air Brake Company shares this feeling of responsibility for continuing improvement, and the feeling of pride in successful accomplishment. A continuous research program now in its 80th year, keeps air brake systems abreast of today's requirements—forsees the needs of tomorrow.

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dispatcher at various stations on the C. B. & Q., and at Denver on the C. & S.; as extra gang foreman at Hannibal, Mo., night yardmaster at Casper, and assistant chief dispatcher at Wymore, Neb. He became trainmaster at Galesburg, Ill., in 1941 and served in this capacity on the Galesburg, Beardstown, Aurora and LaCrosse divisions until April, 1945, when he was appointed assistant superintendent at Omaha, Neb. In 1947 Mr. Grisinger was appointed assistant to general manager at Omaha, which position he held at the time of his recent appointment.

T. E. Gilhooley, assistant superintendent of the Columbia district of the Atlantic Coast Line, has been promoted to superintendent of that district, with headquarters as before at Florence, S. C. The position of assistant superintendent has been abolished.

T. L. Wagenbach, general superintendent of the Pacific Electric at Los Angeles, Cal., has been advanced to general manager.

D. C. Hartley, assistant superintendent of the Canadian Pacific at Vancouver, B. C., has been advanced to superintendent of the road's Regina division, with headquarters at Regina, Sask.

TRAFFIC

John F. Thomas, Jr., district passenger agent of the Seaboard Air Line at Sarasota, Fla., has been promoted to assistant general passenger agent at Jacksonville, Fla., succeeding **Emory F. Waldrop, Jr.,** promoted. **Paul W. Harris,** city passenger and ticket agent at Tampa, Fla., has been appointed district passenger agent at Tampa, succeeding **James C. Dykes,** who has been transferred to Sarasota, to succeed Mr. Thomas.

C. W. Campbell has been appointed general agent of the Denver & Rio Grande Western at Minneapolis, Minn., succeeding **W. M. Dodds,** who has been transferred to Cleveland, Ohio, to replace **S. E. Mullikin,** whose appointment as general freight agent of the Akron, Canton & Youngstown was reported in the *Railway Age* of October 30.

Sam H. Milby has been appointed assistant general baggage, mail and express agent of the Texas & New Orleans (part of the Southern Pacific Lines) at Houston, Tex.

The Great Northern has announced the following changes in its traffic departments: **Percy G. Holmes,** assistant to the passenger traffic manager at St. Paul, Minn., advanced to passenger traffic manager, succeeding **V. J. Kenny,** assigned other duties; **C. M. Cornelius,** general agent, passenger department at Minneapolis, Minn., appointed to succeed Mr. Holmes; **Kent C. Van Wyck,** city passenger agent at Seattle, Wash., appointed general agent, passenger department, at Minneapolis; **H. H. Knocke,** general agent at Cincinnati, Ohio, appointed assistant general freight agent at Los Angeles, Cal.; **W. E. McCormick,** retired as general agent at Los Angeles after 26 years of service with the G. N.; **C. T. Alsop,** city passenger agent at Winnipeg, Man., promoted to district passenger agent, with duties to include those formerly handled by **T. A. Thompson,** general agent, passenger department, retired after 40 years of service with the company.

The Union Pacific has opened a general agency at Eugene, Ore., with **Alan B. Taylor,** formerly chief of the traffic department service bureau at Omaha, Neb., as general agent.

John C. Singer, Jr., has been appointed freight service representative of the Chesapeake & Ohio at Milwaukee, Wis.

In order "to provide more direct contact with, and improved service for, shippers in the Pacific coast area," the Chicago, Rock Island & Pacific has announced the appointment of two district freight traffic managers. They are: **F. D. Staley,** assistant general freight agent at Chicago, whose headquarters will be at Seattle, Wash., and who will have jurisdiction over the road's agencies in Washington, Montana, northern Idaho, northern Wyoming and western Canada; and **E. A. Groves,** assistant western freight traffic manager at San Francisco, Cal., who assumes the new title with headquarters remaining in that city. Mr. Groves will supervise agencies in northern California, Oregon and Nevada. The Rock Island has also opened a new freight traffic office in Eugene, Ore., with **Wallace H. Johnston,** formerly traveling freight representative at Portland, Ore., as district freight traffic representative in charge of the office.

Ross E. Chappell, passenger traffic manager of the Atchison, Topeka & Santa Fe at Topeka, Kan., has been appointed assistant general passenger traffic manager at Chicago, succeeding **James R. Moriarty,** who has retired. Mr. Chappell is succeeded by **Hugh N. Davis,** assistant general passenger agent at Topeka.

Albert F. Hatcher, general agent of the Chicago, Rock Island & Pacific at New Orleans, La., has been appointed division freight agent at Dallas, Tex., succeeding **W. J. Ford,** who has been transferred to Fort Worth, Tex. Mr. Ford succeeds **C. B. Davis,** who has retired after 32 years of service with the Rock Island. **W. T. French,** city freight and passenger agent at New Orleans, has been appointed general agent there, succeeding Mr. Hatcher.

Donald P. Rooney, district passenger agent of the Atchison, Topeka & Santa Fe has been appointed Eastern general passenger agent with headquarters as before at New York, succeeding **Clarence E. Eaton,** who has retired after more than 50 years of service. **Herbert M. Hampton,** traveling passenger agent, has been appointed district passenger agent, with headquarters as before at New York. Mr. Rooney was born on June 22, 1897, at Stewartsville, Mo., and attended school at Mendon, Mo., and Ransomerian Business College at Kansas City, Mo. He entered the service of the Santa Fe in May, 1914, at Marceline, Mo., as a timekeeper, subsequently serving in various capacities until January, 1924, when he went to New York as a ticket clerk. Four years later he became city ticket agent at New York and in 1934 was appointed city passenger agent, becoming district passenger agent in November, 1943.

Mr. Eaton was born at New York on October 17, 1878, and attended public schools there. He entered the service of the Santa Fe in April, 1896, as a clerk in the freight department at New York, being appointed traveling passenger agent on November 1, 1907. Ten years later he was promoted to passenger agent at New York, becoming general agent there on September 1, 1934, and Eastern general passenger agent on July 1, 1942.

Charles F. Fisher has been appointed superintendent, mail and express traffic department, of the Southern at Washington, D. C., and **James F. Patton** has been appointed assistant superintendent of that department.

R. G. Chestnut has been appointed industrial engineer in charge of industrial development of the Canadian National at the New York office, succeeding the late **W. H. M. Johnston,** commissioner of development, who died last August.

ENGINEERING and SIGNALING

David L. Smith, assistant engineer of the Atlantic Coast Line, has been appointed assistant real estate agent at Wilmington, N. C., and **John A. Gresham,** senior assistant engineer at Wilmington, has been appointed assistant real estate engineer.

H. F. Whitmore, assistant to the chief engineer of the New York, Chicago & St. Louis, has been promoted to chief engineer, with headquarters as before at Cleveland, Ohio, succeeding **John C. Wallace,** who has been promoted to general manager of the road.

Allan E. Haywood, whose promotion to assistant engineer maintenance of way of the Grand Trunk Western, with headquarters at Detroit, Mich., was reported in the *Railway Age* of October 9, was born at Port Huron, Mich. He studied civil engineering with the International Correspondence School for

News Department continued on next left-hand page

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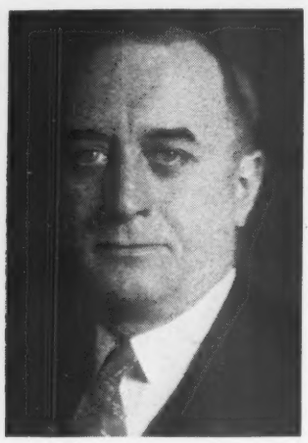
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three years, prior to which time he served with the G. T. W. as a machinist apprentice at Battle Creek, Mich. He was appointed car record clerk in the transportation department in 1916, and in the following year he became instrumentman in the engineering department, Chicago division, with headquarters at Battle Creek. He was appointed assistant engineer on the Chicago division in 1918, and served continuously in that position until his recent promotion. His new assignment includes jurisdiction over both the Detroit and Chicago divisions.

F. E. Morrow, whose retirement as chief engineer of the Chicago & Western Indiana and the Belt of Chicago, with headquarters at Chicago, was reported in the *Railway Age* of October 2, was born at Kokomo, Ind., and was graduated by Purdue University with a degree in civil engineering. Mr. Morrow began his railway service in 1904 in the engineering department of the Chicago & North Western, and during



F. E. Morrow

the years 1907 to 1910 was field engineer with the Chicago surface lines. In April, 1910, he joined the Chicago & Western Indiana as office engineer, advancing to principal assistant engineer in 1913 and to assistant chief engineer of both the C. & W. I. and the Belt of Chicago in 1915. Mr. Morrow has served as chief engineer of the two roads since 1918.

P. H. Peters has been appointed assistant signal engineer of the Missouri Pacific Lines at Houston, Tex., succeeding the late **H. L. Robertson,** whose death was reported in the *Railway Age* of October 2.

MECHANICAL

Harold C. Wright, whose promotion to general superintendent of motive power, Western region, of the Pennsylvania, with headquarters at Chicago, was reported in the *Railway Age* of October 9, was born at Altoona, Pa. After graduating from Pennsylvania State College, he entered railroading in 1911 as a storehouse attendant on the Pennsylvania at Altoona. In 1921 he was advanced to motive power inspector, and three years later was appointed gang foreman at Olean, N. Y. Mr. Wright was advanced to assistant master mechanic of the Pittsburgh division



Harold C. Wright

in 1935, and, following service on several other divisions, was appointed master mechanic of the Williamsport division in 1940. He transferred to Altoona in 1942, remaining there until his promotion in 1945 as superintendent of motive power at Pittsburgh, Pa., which post he held at the time of his recent appointment.

Charles DuVal Aiken, whose appointment as mechanical engineer of the Richmond, Fredericksburg & Potomac at Richmond, Va., was reported in the *Railway Age* of October 2, was born on September 15, 1907, at Richmond, Va. Mr. Aiken was graduated from Virginia Polytechnic Institute in June,



Charles DuVal Aiken

1929, with a B.S. degree in mechanical engineering. He had entered railroad service on June 16, 1924, as extra clerk with the R. F. & P. at Richmond. During the summers of 1925-1928, Mr. Aiken served as draftsman at Richmond, becoming special apprentice on July 1, 1929, and machinist on November 16, 1931. He was appointed air conditioning supervisor on January 1, 1935, and became engineer of motive power at Richmond on September 1, 1941, which position he held until his recent appointment as mechanical engineer.

OBITUARY

Oracle Collins, who retired in 1941 as special representative of the Chicago, Rock Island & Pacific at Kansas City, Mo., died in that city on October 27, at the age of 77.

Timothy J. O'Shaughnessy, public relations officer of the Chicago, Rock Island & Pacific at Chicago, died at St. Luke's hospital in that city on October 30, after having suffered a cerebral hemorrhage in his office at the LaSalle Street station on the previous day. Mr. O'Shaughnessy had been associated with the Rock Island for 33 years and had served as public relations officer since 1942. He was born at Chicago on March 22, 1895, and studied law at Loyola University in the latter city. He began his railroad career in 1913 as a clerk in the operating department of the Chicago & North Western, and

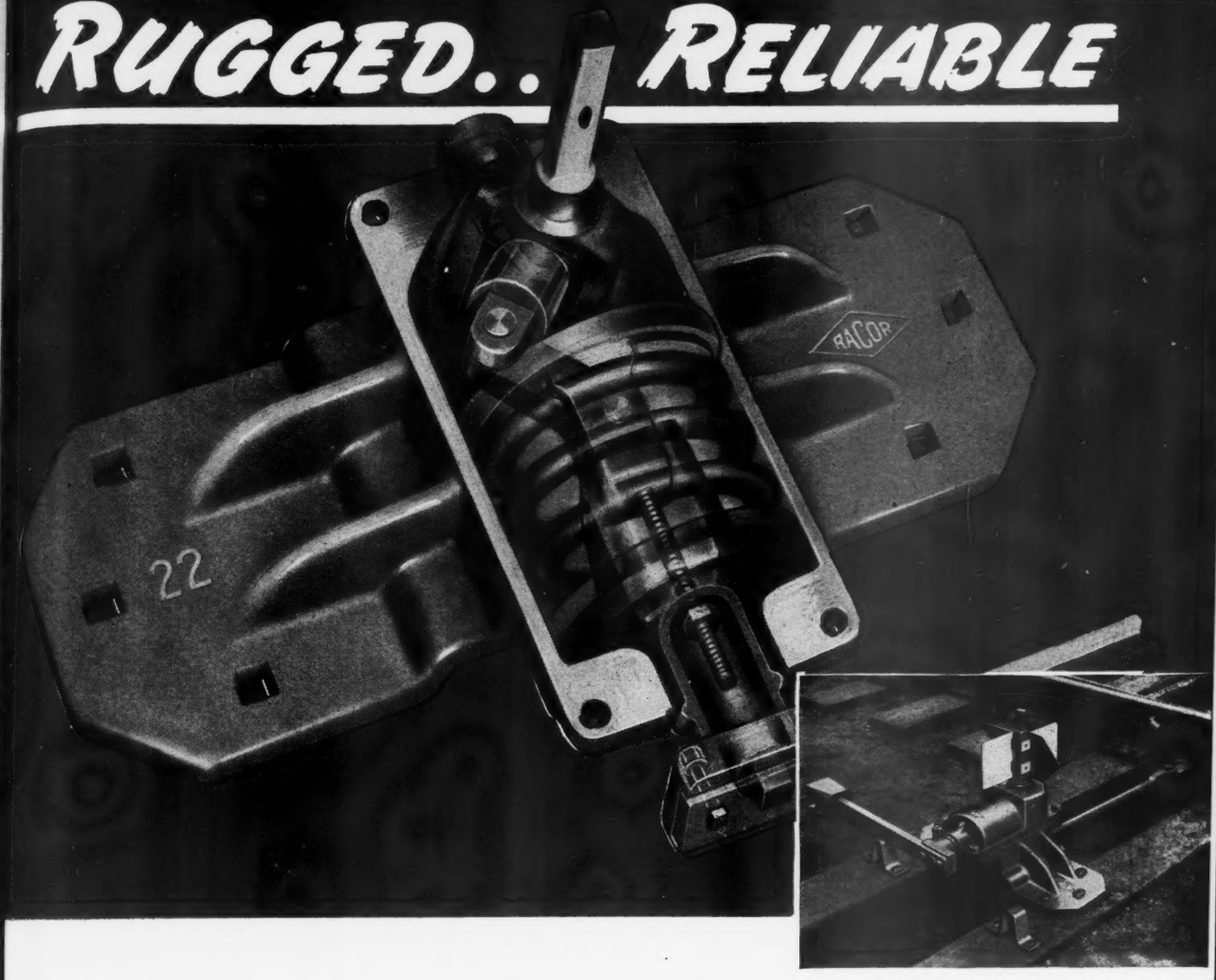


Timothy J. O'Shaughnessy

joined the Rock Island in 1915 as claim agent in the law department. In 1924 he was appointed supervisor of personnel, department of personnel and public relations, and in 1938 was advanced to assistant, executive department. He was further advanced in January, 1942, to public relations officer, which post he held at the time of his death. Mr. O'Shaughnessy was a member of the Advisory Committee on Public Relations of the Association of American Railroads, and had served as chairman of the Executive Committee on Public Relations of the Western Association of Railway Executives.

William O. Bunger, who retired in 1940 as general superintendent of freight claims, Chicago, Rock Island & Pacific at Chicago died at his home in that city on October 29.

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Freight Operating Statistics of Large Steam Railways—Selected

Region, road and year		Miles of road operated	Locomotive miles: Train-miles	Locomotive miles: Principal and helper	Locomotive miles: Light	Car miles: Loaded (*thousands*)	Car miles: Per cent loaded	Ton-miles (*thousands*): Gross excl.locos. & tenders	Ton-miles (*thousands*): Net rev. and non-rev.	Road locos. on line: Serviceable: Unstored	Road locos. on line: Serviceable: Stored	Road locos. on line: B.O.	Road locos. on line: Per cent B.O.
New Eng. Region	Boston & Albany	1948	362	121,732	127,137	12,341	3,012	61.1	208,177	89,015	45	7	32	38.1
		1947	362	140,453	149,073	15,634	3,069	62.6	201,214	82,745	59	4	27	30.0
	Boston & Maine	1948	1,746	296,404	305,456	14,495	10,102	69.5	634,828	273,447	95	3	21	17.6
		1947	1,750	301,268	307,620	10,773	10,785	70.1	660,947	278.363	99	2	12	10.6
	N. Y., N. H. & Htfd	1948	1,778	318,340	595,368	44,065	11,938	68.0	736,652	323,869	184	14	36	17.8
		1947	1,820	341 725	503,324	42,764	12,488	69.8	743,242	322,668	185	1	44	18.1
Great Lakes Region	Delaware & Hudson	1948	794	284,948	341,616	32,536	11,758	69.4	847,714	463,454	124	35	24	13.1
		1947	794	264 504	312,701	27,936	11,018	69.9	764,570	405,193	111	47	31	16.4
	Del., Lack. & Western	1948	970	305,478	340,977	37 008	12,601	69.7	837,237	390,437	113	21	13	8.8
		1947	970	310,404	349,932	41,257	12,865	69.3	851,283	389,055	112	13	14	10.1
	Erie	1948	2,229	663,668	698,599	58,184	34,083	64.8	2,297,506	943,063	236	45	88	23.8
		1947	2,229	752,962	797,341	57,836	35,480	65.8	2,322,691	929,584	276	19	76	20.5
	Grand Trunk Western	1948	972	302,223	308,595	2,350	9,543	65.4	650,625	297,612	64	4	8	10.5
		1947	972	307,588	316,095	2,629	9,656	66.6	635,166	283,142	63	...	12	16.0
	Lehigh Valley	1948	1,239	307,624	343,060	43,363	12,204	68 2	841,487	412,916	94	3	23	19.2
		1947	1,239	300,153	334,769	52,044	12,457	67.8	854,201	411,653	104	11	53	31.5
	New York Central	1948	10,339	3,200,808	3,434,914	231,829	111,328	62.9	7,856,734	3,687,228	1,073	68	287	20.1
		1947	10,338	3,048,264	3,262,447	223,006	108,543	63.6	7,393,203	3,359,781	1,016	56	317	22.8
	New York, Chic. & St. L	1948	1,656	601,235	609,839	7,809	24,440	70.4	1,555,685	697,655	134	15	24	13.9
		1947	1,656	625,515	631,624	8,148	24,723	66.8	1,578,714	675,938	136	4	22	13.6
	Pitts. & Lake Erie	1948	223	88,066	90,906	456	3,994	69.7	332,406	202,354	35	6	13	24.1
		1947	223	99,776	101,760	181	3,984	66.5	331,935	195,859	32	..	17	34.7
	Wabash	1948	2,381	684,950	699,042	15,929	23,759	70.6	1,537,659	677,178	156	11	35	17.3
		1947	2,381	674,136	696,090	16,482	23,580	69.6	1,543,981	680,219	165	7	32	15.7
Central Eastern Region	Baltimore & Ohio	1948	6,076	1,976,483	2,449,990	273,225	69,252	63.5	5,254,318	2,670,143	809	12	293	26.3
		1947	6,100	2,042,021	2,578,790	296,474	70,064	63.1	5,246,726	2,619,809	853	9	301	25.9
	Central of New Jersey*	1948	417	78,232	82,307	9,160	3,035	66.1	232,933	122,027	42	3	18	28.6
		1947	419	82,498	90,827	14,328	3,263	68.4	237,808	122,809	49	..	29	37.2
	Central of Pennsylvania	1948	213	84,525	95,635	17,006	2,920	68.0	221,577	122,163	40	3	13	23.2
		1947	213	82,060	95,311	18,920	3,009	68.9	224,580	123,026	44	4	13	21.3
	Chicago & Eastern Ill	1948	909	171,926	173,405	3,565	5,242	67.6	354,736	173,654	52	..	16	23.5
		1947	910	150,923	151,344	3,771	5,081	71.4	329,498	163,990	58	..	15	20.5
	Elgin, Joliet & Eastern	1948	238	94,143	94,755	124	3,330	68.7	253,443	139,217	37	12	1	2.0
		1947	391	110,261	115,614	3,612	3,330	68.4	250,706	135,828	43	8	10	16.4
	Pennsylvania System	1948	10,023	3,689,839	4,147,333	545,087	145,554	64.7	10,687,427	5,339,232	1,784	29	274	13.1
		1947	10,031	3,808,774	4,314,573	614,900	149,532	67.0	10,563,434	5,234,586	1,942	45	263	11.7
	Reading	1948	1,337	435,169	458,786	45,727	15,980	67.8	1,231,633	697,391	185	34	46	17.4
		1947	1,356	410,360	462,645	68,109	15,318	65.2	1,172,900	640,005	222	23	32	11.6
	Western Maryland	1948	837	193,514	237,001	36,209	6,919	64.0	566,014	315,909	154	6	15	8.6
		1947	837	204,898	244,715	34,005	6,985	63.2	578,208	320,823	160	2	9	5.3
Pocahontas Region	Chesapeake & Ohio	1948	5,003	1,592,941	1,707,562	72,925	67,569	59.3	5,631,018	3,205,551	612	7	76	10.9
		1947	4,979	1,425,223	1,511,117	61,280	58,433	61.0	4,706,248	2,635,825	611	11	88	12.4
	Norfolk & Western	1948	2,107	831,117	891,318	66,225	36,826	58.2	3,275,734	1,817,840	279	20	27	8.3
		1947	2,108	671,932	712,211	46,577	29,115	59.5	2,225,289	1,209,007	267	32	23	7.1
Southern Region	Atlantic Coast Line	1948	5,552	893,399	913,942	15,909	21,428	64.1	1,465,291	670,100	352	5	76	17.6
		1947	5,556	899,118	910,976	14,983	22,135	64.9	1,458,167	649,140	361	29	58	12.9
	Central of Georgia	1948	1,783	293,709	296,469	5,154	7,118	71.2	469,284	227,012	103	2	8	7.1
		1947	1,782	299,523	305,493	5,584	6,944	69.8	454,053	207,240	96	4	10	9.1
	Gulf, Mobile & Ohio	1948	2,847	354,100	355,624	58	16,364	72.1	1,070,523	524,536	111	20	17	11.5
		1947	2,846	368,607	371,857	486	15,435	73.3	1,005,092	487,375	135	12	14	8.7
	Illinois Central	1948	6,550	1,458,873	1,462,071	51,423	52,484	64.7	3,689,105	1,779,945	557	12	92	13.9
		1947	6,582	1,446,725	1,463,462	51,192	52,125	65.1	3,570,266	1,682,822	549	29	88	13.2
	Louisville & Nashville	1948	4,750	1,523,580	1,651,004	43,373	38,534	63.1	2,845,660	1,490,973	408	2	80	16.3
		1947	4,756	1,398,043	1,510,420	38,932	34,231	65.2	2,397,108	1,221,997	390	5	79	16.7
	Nash., Chatt. & St. Louis	1948	1,051	270,722	284,217	7,819	6,231	74.8	404,621	198,989	92	..	8	8.0
		1947	1,052	267,647	284,372	8,036	6,385	76.1	392,239	186,198	83	..	24	22.4
	Seaboard Air Line	1948	4,141	694,280	721,821	10,179	20,766	66.4	1,402,835	651,606	278	18	45	13.2
		1947	4,145	733,338	768,727	12,535	20,864	67.9	1,363,317	618,082	271	16	54	15.8
	Southern	1948	6,449	1,641,711	1,666,083	29,240	42,638	67.8	2,761,786	1,239,439	539	24	113	16.7
		1947	6,451	1,556,736	1,579,321	28,711	41,476	70.0	2,579,989	1,144,462	569	18	100	14.6
Northwestern Region	Chicago & North Western	1948	8,055	1,017,749	1,062,278	25,776	33,062	64.5	2,341,826	1,024,922	373	6	90	19.2
		1947	8,061	1,022,018	1,057,523	28,412	33,806	68.5	2,263,951	1,014,180	345	..	122	26.1
	Chicago Great Western	1948	1,445	209,878	209,996	12,588	8,594	67.5	572,610	255,351	45	4	18	26.9
		1947	1,445	253,564	257,189	17,869	8,367	70.3	540,496	242,752	72	1	11	13.1
	Chic., Milw., St. P. & Pac	1948	10,663	1,447,728	1,527,171	64,257	46,603	63.3	3,270,988	1,472,492	456	50	79	13.5
		1947	10,725	1,459,875	1,531,598	57,322	47,568	66.7	3,204,310	1,443,858	456	39	99	16.7
	Chic., St. P., Minn. & Omaha	1948	1,606	214,664	230,542	12,899	5,567	68.1	382,044	171,162	83	2	29	25.4
		1947	1,606	214,897	230,131	12,360	5,553	71.2	367,817	173,564	84	..	31	27.0
	Duluth, Missabe & Iron Range	1948	571	177,170	177,913	969	9,572	51.8	905,100	548,416	48	..	2	4.0
		1947	547	184,399	185,081	845	10,381	51.1	959,601	584,055	46	..	..	..
	Great Northern	1948	8,237	1,030,408	1,023,895	41,523	40,805	62.3	3,104,981	1,529,090	341	51	55	12.3
		1947	8,237	978,412	980,025	36,180	37,867	66.3	2,784,526	1,404,265	329	45	68	15.4
	Minneap., St. P. & S. Ste. M.	1948	4,180	420,798	431,173	7,169	13,338	67.8	894,210	431,310	120	..	10	7.7
		1947	4,181	440,424	449,442	9,342	12,622	69.4	828,576	389,227	122	..	12	9.0
	Northern Pacific	1948	6,593	871,293	918,721	52,514	32,898	65.5	2,331,486	1,080,971	338	23	45	11.1
		1947	6,623	839,897	881,565	50,092	32,445	69.5	2,142,301	1,014,991	332	48	53	12.2
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1948	13,081	3,255,542	3,457,481	156,606	114,583	63.1	8,128,204	3,190,006	779	31	144	15.1
		1947	13,107	3,401,847	3,637,721	201,192	120,932	63.8	8,455,568	3,308,870	807	38	109	11.4
	Chic., Burl. & Quincy	1948	8,670	1,326,802	1,349,355	48,543	52,114	63.2	3,776,199	1,774,010	395	43	85	16.3
		1947	8,663	1,368,853	1,424,687	62,588	50,972	62.4	3,659,515	1,667,116	398	5	73	15.3
	Chic., Rock I. & Pac	1948	7,613	1,450,742	1,499,997	17,681	45,055	62.9	3,156,185	1,405,142	310	3	63	16.8
		1947	7,619	1,458,483	1,493,804	14,900	43,275	61.8	3,111,325	1,410,653	324	2	77	19.1
	Denver & R. G. Wn	1948	2,443	372,148	413,772	51,964	12,665	73.9	869,521	432,814	148	43	31	14.0
		1947	2,467	340,142	375,500	43,655	11,405	76.3	733,035	362,307	144	64	35	14.4
	Southern Pacific	1948	8,093	2,382 820	2,672,453	444,708	98,092	64.0	6,748 739	2,656,223	760	3	171	18.3
		1947	8,159	2,236,904	2,505,062	452,030	85,527	64.4	5,869,072	2,319,601	809	2	177	17.9
	Union Pacific	1948	9,751	2,307,702	2,408,441	174,098	93,923	64.7	6,507,118	2,710,859	553	115	103	13.4
		1947	9,779	2,539,468	2,679,491	221,185	95,416	63.4	6,672,392	2,752,083	668	82	94	11.1
	Western Pacific	1948	1,192	219,451	240,587	21,318	9,943	78.7	601,343	287,179	71	37	14	11.5
		1947	1,192	255,197	284,097	25,379	11,109	77.5	682,696	310,145	88	21	23	17.4
Southwestern Region	International- Gt.Northern*	1948	1,110	226,786	228,765	405	6,739	70.5	474,378	234,184	69	..	9	11.5
		1947	1,110	251,453	253,592	1,328	6,750	73.3	455,673	228,460	59	..	16	21.3
	Kansas City Southern	1948	885	186,314	187,185	1,108	9,394	68.8	639,293	309,563	45	5	6	10.7
		1947	885	202,630	204,396	1,838	8,756	66.0	595,965	280,347	51	4	11	16.7
	Mo.-Kans.-Texas Lines	1948	3,241	599,377	634,281	10,005	17,669	61.5	1,237,494	556,297	134	3	21	13.3
		1947	3,241	597,306	627,243	8,621	17,023	65.6	1,152,719	533,941	129	..	32	19.9
	Missouri Pacific*	1948	6,986	1,576,870	1,660,027	36,716	52,150	65.5	3,654,314	1,700,137	445	..	58	11.5
		1947	6,985	1,637,932	1,734,872	44,721	50,615	65.8	3,531,844	1,637,950	447	..	57	11.3
	Texas & Pacific	1948	1,852	564,348	564,348	18,294	17,670	62.8	1,243,912	509,203	112	3	10	8.0
		1947	1,851	518,475	518,475	23,784	16,989	61.9	1,198,727	501,590	111	12	14	10.2
	St. Louis-San Francisco	1948	4,615	797,212	823,000	9,050	22,683	66.5	1,559,052	711,233	294	25	28	8.1
		1947	4,615	1,023,631	1,059,967	11,070	24,752	63.7	1,747,755	785,485	269	21	34	10.5
	St. Louis Southwestern Lines	1948	1,568	381,000	384,201	5,133	14,635	71.6	898,955	401,845	84	7	14	13.3
		1947	1,568	397,756	403,138	5,350	14,090	70.9	895,481	400,248	87	7	14	13.0
	Texas & New Orleans	1948	4,314	912,961	913,250	28,259	25,070	70.6	1,698,835	803,122	222	..	26	10.5
		1947	4,318	984,357	984,783	28,157	25,373	66.7	1,744,645	785,009	216	..	39	15.3

* Report of trustee or trustees.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Items for the Month of July 1948 Compared with July 1947

	Region, road and year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. excl.locos and tenders	G.t.m.per train-mi. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net ton-miles per mile of road per day	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day
New Eng. Region	Boston & Albany 1948	258	5,387	5,645	0.7	28,537	1,722	736	29.6	532	29.4	7,932	147	61.3
	1947	229	4,742	4,971	0.2	23,411	1,444	594	27.0	511	30.3	7,373	167	66.2
	Boston & Maine 1948	1,818	8,987	10,805	2.2	33,569	2,147	925	27.1	791	42.1	5,052	104	93.6
	1947	1,409	10,948	12,357	2.3	33,090	2,199	926	25.8	744	41.1	5,131	105	96.1
	N. Y., N. H. & Htfd. 1948	1,472	18,292	19,764	2.0	33,930	2,319	1,019	27.1	533	28.9	5,876	80	86.3
	1947	1,438	18,461	19,899	1.9	30,914	2,181	947	25.8	522	29.0	5,719	93	77.9
Great Lakes Region	Delaware & Hudson 1948	2,147	7,989	10,136	4.2	54,794	2,990	1,635	39.4	1,530	55.9	18,829	102	69.8
	1947	2,166	7,133	9,299	3.8	53,433	2,905	1,540	36.8	1,433	55.7	16,462	100	61.0
	Del., Lack. & Western 1948	4,537	11,824	16,361	5.5	40,777	2,788	1,300	31.0	763	35.3	12,984	108	92.8
	1947	4,315	12,228	16,543	4.5	41,431	2,786	1,273	30.2	705	33.6	12,938	110	99.8
	Erie 1948	6,305	24,383	30,688	4.0	56,124	3,484	1,430	27.7	970	54.1	13,648	99	73.1
	1947	5,650	24,305	29,955	3.9	51,413	3,108	1,244	26.2	985	57.2	13,453	92	79.8
	Grand Trunk Western 1948	4,553	8,988	13,541	7.6	44,293	2,173	994	31.2	679	33.3	9,877	71	138.8
	1947	4,327	8,968	13,295	7.8	44,158	2,079	927	29.3	682	35.0	9,397	83	144.8
	Lehigh Valley 1948	6,312	11,859	18,171	10.3	50,919	2,800	1,374	33.8	763	33.1	10,751	103	110.9
	1947	5,550	13,466	19,016	6.8	52,563	2,909	1,402	33.0	700	31.2	10,718	100	77.9
	New York Central 1948	50,736	106,771	157,507	4.0	38,904	2,501	1,174	33.1	772	37.0	11,504	108	93.0
	1947	43,440	99,833	143,273	3.3	39,359	2,470	1,123	31.0	764	38.8	10,484	105	90.8
	New York, Chic. & St. L. 1948	2,618	13,103	15,721	1.5	51,433	2,606	1,168	28.5	1,434	71.4	13,590	81	124.9
	1947	2,213	13,735	15,948	1.3	50,623	2,536	1,086	27.3	1,399	76.6	13,167	84	135.7
	Pitts. & Lake Erie 1948	3,937	10,502	14,439	8.1	55,540	3,781	2,301	50.7	448	12.7	29,272	91	60.7
	1947	3,201	11,053	14,254	7.1	49,833	3,343	1,972	49.2	453	13.8	28,332	99	75.0
	Wabash 1948	6,413	14,739	21,152	3.5	44,050	2,266	998	28.5	1,025	51.0	9,174	103	119.9
	1947	5,235	15,263	20,498	4.3	44,954	2,313	1,019	28.8	1,082	53.8	9,216	101	117.3
Central Eastern Region	Baltimore & Ohio 1948	44,782	48,888	93,670	7.0	33,294	2,721	1,383	38.6	936	58.2	14,176	136	81.6
	1947	37,483	51,474	88,957	5.2	32,725	2,633	1,315	37.4	957	40.5	13,854	140	83.4
	Central of New Jersey 1948	779	9,565	10,344	5.7	40,503	3,085	1,616	40.2	381	14.4	9,440	93	70.3
	1947	605	10,373	10,978	3.4	36,075	2,969	1,533	37.6	359	13.9	9,455	125	62.4
	Central of Pennsylvania 1948	1,078	3,636	4,714	10.2	37,022	2,854	1,574	41.8	848	29.8	18,501	135	78.1
	1947	1,077	3,717	4,794	8.8	38,990	2,847	1,560	40.9	820	29.1	18,632	126	70.6
	Chicago & Eastern Ill. 1948	1,811	4,187	5,998	5.6	34,551	2,101	1,029	33.1	924	41.3	6,163	111	87.2
	1947	1,443	4,693	6,127	5.6	35,920	2,238	1,114	32.3	868	37.6	5,813	105	71.7
	Elgin, Joliet & Eastern 1948	6,522	10,694	17,216	1.7	20,043	2,826	1,552	41.8	258	9.0	18,869	221	85.6
	1947	5,863	9,962	15,825	2.4	18,937	2,420	1,311	40.8	272	9.8	11,206	126	89.1
	Pennsylvania System 1948	114,849	121,264	236,113	9.3	39,682	2,998	1,498	36.7	729	30.7	17,184	113	79.0
	1947	115,653	129,781	245,434	10.6	38,227	2,870	1,422	35.0	693	29.6	16,834	121	76.6
	Reading 1948	9,958	21,114	31,072	7.1	37,584	2,833	1,604	43.6	741	25.0	16,826	93	70.9
	1947	8,572	23,458	32,030	3.5	35,252	2,860	1,561	41.8	635	23.3	15,225	100	69.9
	Western Maryland 1948	3,368	3,605	6,973	1.3	31,423	2,990	1,669	45.7	1,355	46.4	12,175	144	54.8
	1947	2,779	6,429	9,208	1.1	30,142	2,877	1 596	45.9	1,160	39.9	12,365	145	57.6
Pocahontas Region	Chesapeake & Ohio 1948	46,080	31,220	77,300	1.8	54,274	3,595	2,046	47.4	1,353	48.1	20,669	77	89.3
	1947	46 889	30,738	77,627	1.4	53,221	3,349	1,875	45.1	1,075	39.1	17,077	78	77.0
	Norfolk & Western 1948	25,153	7,772	32,925	2.1	63,523	4,021	2,231	49.4	1,718	59.7	27,831	87	101.5
	1947	28,075	7,879	35,954	2.0	54,768	3,361	1,826	41.5	1,072	43.4	18,501	101	82.5
Southern Region	Atlantic Coast Line 1948	8,913	15 844	24,757	4.2	27,708	1,648	754	31.3	849	42.4	3,893	125	73.7
	1947	7,842	17,415	25,257	5.0	26,667	1,624	723	29.3	801	42.1	3,769	120	71.3
	Central of Georgia 1948	2,289	6,022	8,311	4.6	29,439	1,602	775	31.9	833	36.7	4,107	126	93.2
	1947	1,803	5,611	7,414	4.0	28,073	1,521	694	29.8	846	40.6	3,751	137	101.0
	Gulf, Mobile & Ohio 1948	2,670	13,130	15,800	1.3	55,020	3,035	1,487	32.1	1,127	48.7	5,943	72	83.4
	1947	2,446	12,490	14,936	1.4	49,361	2,730	1,324	31.6	1,024	44.2	5,524	50	79.1
	Illinois Central 1948	17,055	34,897	51,952	2.0	45,048	2,561	1,236	33.9	1,136	51.8	8,766	111	78.5
	1947	14,326	36,316	50,642	1.3	43,482	2,542	1,198	32.3	1,044	49.7	8,247	118	77.7
	Louisville & Nashville 1948	27,072	14,433	41,505	4.7	29,407	1,872	981	38.7	1,107	45.3	10,125	120	118.5
	1947	23,410	16,361	39,771	4.9	27,378	1,715	874	35.7	982	42.2	8,288	121	109.5
	Nash., Chatt. & St. Louis 1948	1,083	5,266	6,349	5.6	29,380	1,505	740	31.9	1,058	44.3	6,108	134	99.5
	1947	821	5,548	6,369	6.1	27,761	1,471	698	29.2	914	41.2	5,709	129	93.9
	Seaboard Air Line 1948	6,848	13,954	20,802	1.5	35,434	2,055	954	31.4	984	47.2	5,076	113	77.8
	1947	5,629	15,643	21,272	1.4	33,295	1,889	856	29.6	919	45.7	4,810	115	81.6
	Southern 1948	13,428	32,439	45,867	4.2	29,404	1,708	766	29.1	883	44.8	6,200	123	86.1
	1947	13,739	29,967	43,706	6.4	28,816	1,681	746	27.6	825	42.7	5,723	127	80.0
Northwestern Region	Chicago & North Western 1948	20,371	36,973	57,344	3.1	35,124	2,405	1,053	31.0	600	30.0	4,105	111	82.0
	1947	19,110	42,076	61,186	3.4	32,875	2,330	1,044	30.0	575	28.0	4,058	112	81.2
	Chicago Great Western 1948	1,347	5,109	6,456	4.6	44,851	2,728	1,217	29.7	1,310	65.3	5,700	108	105.3
	1947	1,141	5,157	6,298	2.7	34,422	2,132	958	29.0	1,205	59.1	5,419	120	110.5
	Chic., Milw., St. P. & Pac. 1948	24 695	38,201	62,896	1.8	36,804	2,278	1,028	31.6	769	38.4	4,455	114	94.0
	1947	18,416	40,546	58,962	1.9	35,418	2,215	998	30.4	808	39.9	4,343	111	92.9
	Chic., St. P., Minn. & Omaha 1948	970	8,559	9,529	5.0	23,653	1,857	832	30.7	601	28.7	3,438	104	73.8
	1947	940	7,430	8,370	7.1	22,420	1,784	842	31.3	681	30.6	3,486	111	72.9
	Duluth, Missabe & Iron Range 1948	15,191	433	15,624	2.5	87,729	5,335	3,233	57.3	1,136	38.3	30,982	59	128.1
	1947	14,598	411	15,009	1.6	98,136	5,374	3,271	56.3	1,250	43.5	34,443	53	145.7
	Great Northern 1948	22,212	20,471	42,623	2.9	48,526	3,029	3,492	37.5	1,171	50.2	5,988	84	80.8
	1947	19,372	22,587	41,959	3.5	46,870	2,861	1,443	37.1	1,062	43.2	5,499	84	80.9
	Minneap., St. P. & S. Ste. M. 1948	6,198	8,847	15,045	6.2	36,823	2,143	1,033	32.3	932	42.5	3,329	83	116.8
	1947	5,597	7,816	13,413	7.4	32,782	1,913	920	31.6	915	41.8	3,072	88	120.8
	Northern Pacific 1948	18,725	18,539	37,264	5.8	43,614	2,698	1,251	32.9	943	43.9	5,289	130	83.8
	1947	15,885	19,928	35,813	5.2	44,011	2,571	1,218	31.3	908	41.8	4,944	131	76.2
Central Western Region	Atch., Top. & S. Fe (incl. 1948	42,652	40,490	83,142	5.2	47,609	2,512	986	27.8	1,232	70.2	7,867	98	127.5
	G. C. & S. F. and P. & S. F.) 1947	35,403	46,273	81,676	5.4	46,043	2,503	980	27.4	1,301	74.5	8,144	100	136.9
	Chic., Burl. & Quincy 1948	14,554	31,031	45,585	2.6	47,217	2,861	1,344	34.0	1,313	61.1	6,600	100	91.8
	1947	13,470	35,712	49,182	2.6	41,575	2,689	1,225	32.7	1,129	55.3	6,208	94	106.7
	Chic., Rock I. & Pac. 1948	10,591	30,075	40,666	4.0	38,370	2,188	974	31.2	1,136	57.9	5,954	96	133.9
	1947	7,916	29,905	37,821	3.5	35,846	2,150	975	32.6	1,191	59.1	5,973	98	126.3
	Denver & R. G. Wn. 1948	7,101	8,488	15,589	3.6	39,653	2,351	1,170	34.2	956	37.9	5,715	161	72.3
	1947	6,959	6,886	13,845	5.1	37,906	2,168	1,072	31.8	897	37.0	4,737	165	58.9
	Southern Pacific 1948	26,553	43,464	70,017	3.3	43,999	2,861	1,126	27.1	1,206	69.6	10,587	91	115.8
	1947	22,066	41,239	63,305	3.3	40,554	2,656	1,050	27.1	1,192	68.3	9,171	99	102.1
	Union Pacific 1948	26,332	35,705	62,037	4.0	59,670	2,864	1,193	28.9	1,407	75.3	8,968	110	113.2
	1947	23,826	41,309	65,135	2.7	51,636	2,655	1,095	28.8	1,437	78.5	9,078	117	116.0
	Western Pacific 1948	2,206	3,149	5,355	10.1	54,967	2,749	1,313	28.9	1,743	76.7	7,772	53	70.3
	1947	2,218	3,234	5,452	5.6	52,673	2 692	1,223	27.9	1,933	89.3	8,393	60	77.7
Southwestern Region	International Gt. Northern* 1948	452	6,810	7,262	1.4	38,005	2,118	1,046	34.8	1,040	42.4	6,806	86	101.0
	1947	340	6,534	6,874	1.6	33,607	1,836	920	33.8	1,053	42.5	6,639	100	118.5
	Kansas City Southern 1948	1,349	6,380	7,729	5.3	66,090	3,439	1,665	33.0	1,308	57.7	11,284	100	114.0
	1947	1,057	6,463	7,520	4.3	56,474	2,950	1,388	32.0	1,240	58.7	10,219	106	106.5
	Mo.-Kans.-Texas Lines 1948	2,576	10,274	12,850	.9	36,905	2,089	939	31.5	1,350	69.7	5,537	82	140.0
	1947	1,350	10,080	11,430	.8	33,166	1,963	909	31.4	1,555	75.7	5,314	82	131.3
	Missouri Pacific* 1948	15,463	27,117	42,580	2.1	41,029	2,336	1,087	32 6	1,297	60.7	7,850	96	117.0
	1947	15,571	29,506	45,077	1.9	35,728	2,176	1,009	32.4	1,157	54.3	7,564	109	123.1
	Texas & Pacific 1948	1,623	7,787	9,410	2.3	43,230	2,227	912	28.8	1,492	82.4	8,869	87	158.4
	1947	1,226	8,532	9,758	2.5	43,286	2,339	979	29.5	1,593	87.1	8,741	87	135.8
	St. Louis-San Francisco 1948	6,307	13,413	19,720	2.5	38,110	1,971	899	31.4	1,100	52.8	4,971	117	83.7
	1947	4,351	17,071	21,422	1.9	33,296	1,719	773	31.7	1,151	56.9	5,490	117	112.4
	St. Louis Southw. Lines 1948	1,502	5,745	7,247	1.9	45,165	2,366	1,057	27.5	1,761	89.6	8,267	73	127.8
	1947	1,072	5,375	6,447	2.5	42,382	2,254	1,008	28.4	1,827	90.7	8,234	77	128.6
	Texas & New Orleans 1948	3,510	16,755	20,265	2.7	35,715	1,882	890	32.0	1,218	53.8	6,005	85	127.6
	1947	2,906	16,451	19,357	2.4	35,068	1,793	807	30.9	1,311	63.5	5,864	84	135.7

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PROCESSES FOR REMOVAL OF WATER IMPURITIES

Meetings and Conventions

(*Continued from page 63*)

Safety Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 15-17, 1949, Palmer House, Chicago, Ill.

Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

Signal Section.—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y.

Mechanical Division.—Arthur C. Browning, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 27-29, 1949, Congress Hotel, Chicago, Ill.

Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill.

Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C. Annual meeting, June 27-29, 1949, Palmer House, Chicago, Ill.

Freight Claim Division.—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—Transporation Bldg., Washington 6, D. C.

Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C.

Finance Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President. Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October, 1949, General Oglethorpe Hotel, Savannah, Ga.

Traffic Department.—Walter J. Kelly, Traffic Officer, Transportation Bldg., Washington 6, D. C.

Association of Railroad Advertising Managers.—E. A. Abbott, 1103 Cleveland St., Evanston, Ill.

Association of Railway Claim Agents.—F. L. Johnson, Gulf, Mobile & Ohio R.R., Mobile 13, Ala. Annual meeting, May 25-27, 1949. Battery Park Hotel, Asheville, N. C.

Bridge and Building Supply Men's Association.—E. C. Gunther, Duff-Norton Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill.

Canadian Railway Club.—C. R. Crook, 4415 Marcil Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

Car Department Association of St. Louis.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

Car Department Officers' Association.—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill.

Car Foremen's Association of Chicago.—W. E. Angier, C. B. & Q. R. R., 547 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel, Chicago, Ill

Central Railway Club of Buffalo.—R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

Chicago Luncheon Club of Military Railway Service Veterans.— Col. R. O. Jensen, Schiller Park, Ill. Luncheon second Wednesday of each month, Chicago Traffic Club, Palmer House, Chicago, Ill.

Eastern Association of Car Service Officers.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa. Fall meeting, November 18, 1948, Lord Baltimore Hotel, Baltimore, Md.

Eastern Car Foreman's Association.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.

Locomotive Maintenance Officers' Association.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark.

Maintenance of Way Club of Chicago.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, at Hardings at the Fair.

Master Boiler Makers' Association.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

Metropolitan Maintenance of Way Club.—John Vreeland, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in October, December, February and April.

Military Railway Service Veterans.—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill.

National Association of Railroad and Utilities Commissioners.—Ben Smart, 7413 New Post Office Bldg., Washington 25, D. C. Annual meeting, November 15-18, 1948, Hotel Oglethorpe, Savannah, Ga.

National Association of Shippers' Advisory Boards.—F. J. Armstrong, United States Radiator Corporation, 1500 United Artists Bldg., Detroit, Mich.

National Industrial Traffic League.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November 18-19, 1948, Hotel Pennsylvania, New York, N. Y.

National Railway Appliances Association.—R. B. Fisher, 59 E. Van Buren St., Chicago 5, Ill. Exhibit in connection with American Railway Engineering Association Convention, March 14-17, 1949, Coliseum, Chicago, Ill.

New England Railroad Club.—T. F. Dwyer, Jr., 683 Atlantic Ave., Boston, 11, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

New York Railroad Club.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August and September and December, 29 W. 39th St., New York, N. Y.

Northwest Carmen's Association.—E. N. Myers, Minnesota Transfer Ry., 1434 Iowa Ave. W., St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

Northwest Locomotive Association.—R. M. Wigfield, Northern Pacific Ry., Room 1134, G. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

Pacific Railway Club.—William S. Wollner, P. O. Box 458, San Rafael, Calif. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

Railway Business Association.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill. Annual Meeting and dinner November 19, 1948, Waldorf-Astoria Hotel, New York, N. Y.

Railway Club of Pittsburgh.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

Railway Electric Supply Manufacturers' Association.—J. McC. Price, Allen-Bradley Company, 445-447 N. La Salle St., Chicago 10, Ill.

Railway Fuel and Traveling Engineers' Association.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago 4, Ill.

Railway Supply Manufacturers' Association.—A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

Railway Telegraph and Telephone Appliance Association.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A. A. R.

Railway Tie Association.—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo. Annual meeting, September 12-14, 1949, Peabody Hotel, Memphis, Tenn.

Roadmasters' and Maintenance of Way Association.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 13-15, 1949, (tentative dates) Chicago, Ill.

Signal Appliance Association.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

Southern and Southwestern Railway Club.—A. T. Miller, 4 Hunter St., S. E. Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

Southern Association of Car Service Officers.—P. J. Climer, (Acting Sec'y,) N. C. & St. L. Ry., Nashville, Tenn.

Toronto Railway Club.—D. L. Chambers, P. O. Box 8, Terminal "A", Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

Track Supply Association, — Lewis Thomas, Q. and C. Company, 59 E. Van Buren St., Chicago 5, Ill.

United Associations of Railroad Veterans. — Roy E. Collins, 225 Bidwell Ave., Westerleigh, Staten Island 2, N. Y.

Western Railway Club.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.